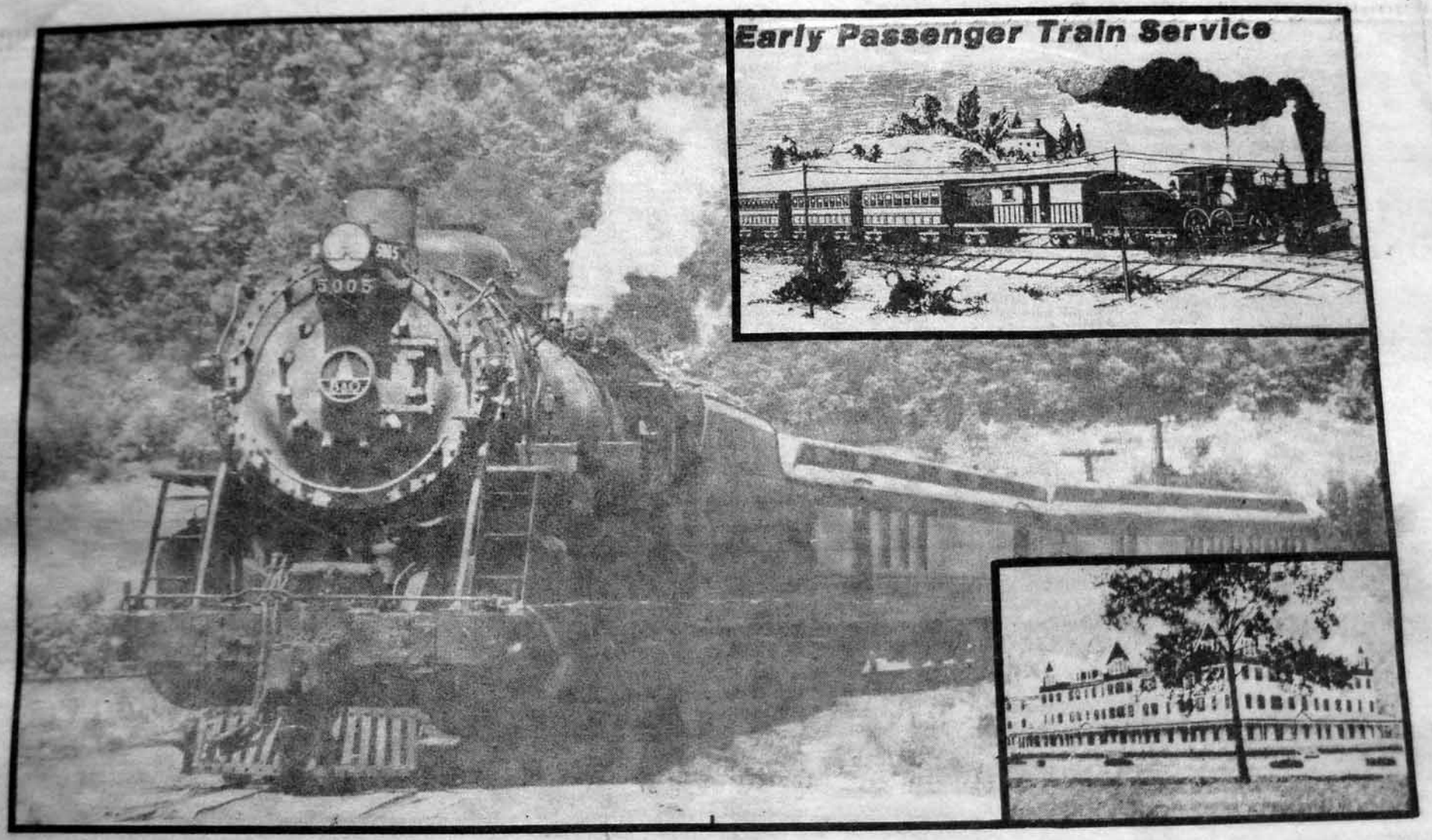


—Cass Scenic Railroad Memory—

by Sheriff Given

Pop Good, Leonard

time of day by the way they blowed the whistle on

of a former
Pardee & Curtin Lumber Company,
in the olden days of logging. Also
nearby is the former shop build-

Lumber Company, George Gum, Web Hollifield, the Hiwicks, of Camden-on-

of this scene
before journeying onward to

Camden-on-Gauley, Webster Springs and all across WV. Each steam railroad

rattles in its efforts to build up pressure steam, and forward progress. The

of the pine family, spruce, yellow and red pine used by

WV Pulp and Paper

For the scientifically minded,

enic Railroad crosses it.

rises above drainage and the Sc-

where the Greenbrier Limestone

many more steam railroad engineers of Mowery Lumber Company of Cass could almost tell you the Rod engines, belonging to logging companies located throughout WV. The Cherry River Boom and

For $1.00 you get more information about Climax, Hysler and Rod Steam Engines and Lumber Companies of early WV and 20th century, than a Sears Roebuck catalog contains.

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The West Virginia Midland Railroad

May 6, 1965

For those who love trains such as the old Shay and Climax and those who knew the West Virginia Midland in its heyday of busy passenger and freight traffic, it's still easy to walk along the old right of way up and down Holly River on a misty night and imagine hearing an engine whistle or a signal echoing down from the years that are long gone. As the years go on, fact and fiction blend into one indispensible mass of pleasant memories of chugging engines, neatly kept passenger cars, the familiar "all aboard" by Porter Cochran as the train finally pulls out of the yard at Palmer (now Sutton Dam) headed for Webster Springs, WV.

Continued On Page 3

Gauley, the Campbells of Tioga, and Birch Valley Lumber Company, as well as Pardee-Curtin Lumber Company of Webster County. The WV Midland Railroad out of Webster Springs with George Jackson as depot agent, Warrick Gum as engineer and Porter Cochran as conductor on the daily passenger train out of Webster Springs meeting the passenger train out of Richwood on its way to Clarksburg; the people gathered at the depots at Holly Junction, Cowen, engineer had his own way of blowing the whistle for railroad crossings, cows on the railroad tracks, as they passed their girlfriend's house, and a super whistle as they passed grandma's or grandpa's house.

The steam locomotive, the high wheel, high speed steam passenger engines always spun their wheels when pulling out of the station in Cowen, Richwood, and Camden, as Bloomer Green said all aboard and the black smoke billows 100 feet into the air, it puffs and pistons throb, the gears grind, the wheels grab the trucks, and it was to Clarksburg, Richwood, Holly Junction or Webster Springs. Seventy-five years ago, this sort of scene was commonplace, steam engines were everywhere, passenger trains, log trains, coal trains, branch lines, on schedule, carrying Kansas wheat, coal, lumber and excursions to ball games, world fairs, inaugurations of presidents, governors, state and other events. So, Cass Scenic Railroad still carries sounds, scents and sights of steam powered transportation which has yielded to airports and super highways. Cass revives memories of steam railroad transportation.

The history of the Cass Railroad is tightly entwined, with local paper and lumber industries. A century ago, massive stands Company of Covington, Virginia (Westvaco) also birch, oak, beech and number of oaks covered Cheat Mountain. A standard gauge railroad to Leatherback Creek, and over Cheat Mountain to Shavers Fork, complete with the present two switchbacks to achieve 1,600 feet elevation gain, a rail connection between Dr. Coffer's town of old spruce and new spruce, and Cass.

Spruce, the coldest and the highest town (3,853 feet) in the eastern U.S. in 1909, 36 million board feet of lumber went through the big band sawmill of Spruce and 40 railroad cars of peeled pulpwood, left Cass for the paper mill in Covington, Virginia and the paper mills of the eastern U.S.

As the timber supply

Continued On Page 3

86 Miles From Flatwoods To Cass Scenic Railroad

by Sheriff Given

Going north, going south on Interstate 79 to get to Cass, you get off the interstate, exit 67, take 4 and 19 north ⅛ mile to Bill Squires Mountain Lanes Convention Hall, and Lloyd's Restaurant and Motel. When leaving Interstate 79, you turn south on 4 and 19, McDonalds and Dairy Queen, and the screaming eagles and Braxton County High School, pass Laurel Court Motel, Marlowe's Restaurant, to the Go-Mart and country convenience store. Buy, or they will give you a Sheriff Given Cass Scenic Railroad Special Newspaper. Take State Route #15, ⅛ mile to Cogar's Restaurant, where you can get something to eat at a reasonable price. If you have ever been connected with the logging or timbering industry, you should feel at home. You may think they are talking

Continued On Page 14


Early Passenger Train Service

The Cass (West Virginia) Scenic Railroad

January 6, 1959

I am most grateful to Mr. Warren E. Blackhurst, lifetime resident of Cass and teacher of English and Latin in Green Bank High School for the past 32 years, also author of "Riders of the Flood," "Sawdust in Your Eyes", and soon another "Of Men and Mighty Mountain". At the present he is semi-retired and his the announcer on the Cass Scenic Railroad and operates a wildlife museum which has quite a selection. Although I create my own story, it would have been impossible without the help of Mr. Blackhurst and the good people of Cass.

The year 1902 West Virginia Pulp and Paper bought one-quarter of a million acres of virgin timber and began immediately to mow down nature's outdoor splendor. They first set up a portable mill to saw out the necessary lumber for the construction of a double band mill and on peak days both sides and a double 10-hour shift would saw 250 td., feet and required 3,000 men to operate, including 12 Shay engines, and several miles of track, steam log loaders, big shops, company store where you could buy anything from a tooth pick to a piece for Shay engine, a good school, church, and in the winter time, ice skating on the mill pond. The big attraction was the daily passenger train and who the strangers might be at the company boarding house.

Cass was incorporated in 1910, and formed a city government, a busy town with 60 houses, city water, although owned and operated by West Virginia Pulp and Paper Company. Wages were seventeen cents for an eleven-hour day and fifty cents a day for board and room. There was no checkoff from your wages such as social security, income tax, and in fact, the men who worked at the camps usually didn't draw their pay only every six months. Company houses in Cass were renting for $10 per month with no charge for water or electric, all was considered a part of the rent. During peak production, it took twelve Shay engines to log the mill, the run from Spruce to Cass was approximately 12 miles on 11-per cent grade, run daily by Shay No. 12, 190-ton, considered the biggest Shay engine in the world, capacity 13 log cars per trip with a seven-man crew, engineer, fireman, conductor, and four brakemen one for every three cars. It has been said that No. 12 could have handled more cars but 13 was the limit through the switchbacks, two of which are in operation today on the Cass Scenic Railroad. Three of those engines are still in operation today--Nos. 1, 4, 5, and recently purchased No. 7 from Meadow River Lumber Company at Rainelle.

Although the Cass Scenic Railroad is only four miles long, the steel remains intact to Bald Knob and Spruce. The last engine to Bald Knob was in 1961 and a motor car makes it yet today. The West Virginia Department of Natural Resources is in the process of rebuilding the track to Spruce and Bald Knob, along with a lodge and possibly wall to wall carpets and modern lodge facilities far flung from graybacks, bedbugs, long tables, 5:00 a.m., breakfasts, waiting for daylight in the winter before going to work harvesting the tall virgin spruce.

Why not restore the original logging camp to two camps and call them Camp No. 5 or No. 29; build them Jenny Lynn type, stripped with creosote (coal tar process) to preserve the wood and dilute the bedbugs and graybacks, use roll roofing with a 6 or 12 roof slope, steel wall pipe for a chimney, a couple of pot barrel stoves, a coal fired cook stove about 12 feet long, iron skillets, big thick cups for coffee that holds a half pint, thick plates, a 30-foot-long table with gallon buckets of molasses, honey, jellies, real buckwheat from Preston County, about three kinds of meat and biscuits. Benches for chairs, a regular eating time or you wait for the next meal, build the bunks against the wall, one over top of the other and make everything original as far as possible. Have a barn with two pairs of horses about 2,000 pounds each. Proper harness hoods over hames (Webster shows no such word, but that is what everybody calls them), grabs, grab maul on lett hame, good long check lines, J-grabs, log hicks with real caulked shoes, stagged pants, John Ritchie green and black or red and black checkered shirts, suspenders, a log dump with real logs about one-half mile from camp close to the railroad. You must have a siding with the original log cars—some loaded—some half loaded, to make it look real as the train pulls up to Camp No. 5 or 29. Have the wood hicks and horses in the real act, it might be well to have the hicks stay around at night to tell tall tales about logging train wrecks, how to file a saw, champion hicks, and lobby log stories. You could let the kids ride the log horses if they weren't too tired from putting on a 15-minute audition each day.

The year 1940 saw West Virginia Pulp and Paper sell the assets of Cass to Mower Lumber Company, but only a part of the quarter of a million acres in the original tract. In fact, 65 thousand acres on the upper end of Cheat River (river on top of a mountain), the remainder of the quarter million acres was acquired by the government and is now part of the National Forest. West Virginia Pulp and Paper also sold to the Western Maryland Railroad, 93 miles of track intact from Spruce to Slate Fork down Elk to Bergoo. A part of this railroad is still in use today.

The only virgin timber remaining from this tract is 130 acres known as the Hamilton Wedge, in dispute for years, finally settled, and is now a part of the National Forest located just off State Route 250 near Gavineer fire tower and is held in reserve for people to view nature at its best.

Cass, like Tioga, Diana, Bergoo, Holly Junction, Jerryville, Three Forks, and Cherry River, yielded to automation or lack of timber. The West Virginia Legislature, under the guidance of W.W. Barron, and now Governor Smith, is trying to give the Town of Cass new life with an old time scenic railroad. Last year 33,000 people plus the politicians, took the four-mile trip through the switchbacks, getting hot cinders in their hair. The rush, the Shay engines, new faces have given hope to a dying town. The Cass Scenic Railroad fully developed to the original style of logging such as existed at Camp No. 5 or 29, could be the biggest tourist attraction West Virginia has ever known. It must be original and something worthy to attract the tourist dollar.

Welcome to

Pocahontas County and it's Many Attractions...

The Cass (West Virginia) Scenic Railroad

January 6, 1959

I am most grateful to Mr. Warren E. Blackhurst, lifetime resident of Cass and teacher of English and Latin in Green Bank High School for the past 32 years, also author of "Riders of the Flood," "Sawdust in Your Eyes", and soon another "Of Men and Mighty Mountain". At the present he is semi-retired and his the announcer on the Cass Scenic Railroad and operates a wildlife museum which has quite a selection. Although I create my own story, it would have been impossible without the help of Mr. Blackhurst and the good people of Cass.

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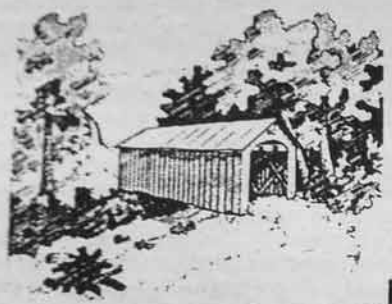
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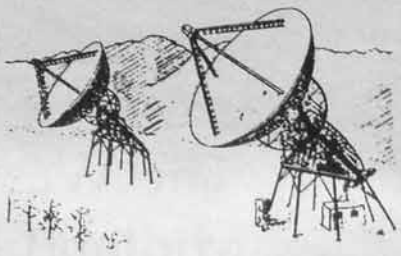
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Cass Scenic Railroad Memory

Continued From Page 1

dwindled, so did the steam railroad log engines and trains, and eventually the town was sold by Westvaco to Mower Lumber Company in 1942. The sawmill worked on shirt per day through the 1940s and 50s and eventually ceased operations in 1960. The town of Cass and the steam logging railroad town seemed doomed. The railroad and machine shop was sold to Midwest Junk Yard located between Bell and Montgomery for about $50,000 and Cass shops, engines, were being dismantled for junk and the town suffered massive unemployment.

Mr. Jim Comstock, "Hillbilly" of Richwood, along with two pals, J.C. Cruikshanks, an Ivydale merchant, turned politician, along with the help of the WV Legislature, bought out the Midwest Junk Yard, Cass Railroad assets for $125,000 on a $75,000 margin of profit. I was a member of the legislature at the time and they threatened to ride me out of Webster Springs on a rail for voting to buy the old Mower Lumber Company assets and the leftover steam railroad engines #1, 5, 7, the shops and 12½ miles of steam railroad up Cheat Mountain, through Old Spruce to Bald Knob. It was a real steal and the greatest and best buy West Virginia ever made. I personally, and the public must thank "Hillbilly" Jim Comstock and Mr. J.C. Cruikshanks and Dr. Bernard Poindexter, a member of the legislature from Cabell County, and a local Huntington dentist. The people who did the job to save the great WV tourist attraction, the Cass Scenic Railroad, were these men.

By 1963, the railroad purchase was completed and accepted into the WV State Park system and tourist trains were running halfway up Cheat Mountain to Whittaker Station. Five years later with ¾ million dollars of railroad contracts by Mountainer Construction Company of Charleston and Given Construction Company of Upper Glade, Webster County, (D.P. Sheriff Given, Hercy F. Given, and Ralph K. Given, dba Given Construction Company), the railroad was rebuilt and tourists were riding and enjoying the scenery from Cass, 12½ miles up Cheat Mountain, to Bald Knob.

The last ride on the old Mower Lumber Company abandoned railroad tracks was with the 90 ton #1 engine in 1961, with "Pop Good" at the throttle, loaded with politicians Wally Burron, the Governor, Jim Comstock, J.C. Cruikshanks, and a number of legislators, about a week before the purchase from Midwest Junk Yard. The #1 Mower Lumber Company railroad engine was later painted, stripped and relettered and traded to the Western-Maryland Railroad Museum in Baltimore for the biggest Shay in the world; the #6 190 ton Western-Maryland Shay used to haul logs from the headwaters of Elk and Bergoo Creek to Old Spruce and pulpwood that went to Spruce transferred to Mower Lumber Company Railroad down Cheat Mountain, through both switchbacks and transferred to the mainline railroad from Durbin to Ronceverte, and re-routed to Covington, VA, which was used in the pulp and paper mills in Covington. The famous #6 Shay was used for two years as an excursion run from Cass to Durbin. The #6 was tried on Cheat Mountain but it was too big and couldn't work properly on the steep curves and was continually causing track problems. A fellow by the name of Sommerville, the railroad track foreman for Mower Lumber Company for years, had informed the shop people, Pop Good, Leonard Long, and all of Cass Railroad engineers, that the #6 would not work in the switchbacks and steep grades on the real Cheat Mountain.

The floods of 1985 destroyed the railroad between Cass and Durbin. The amateur politicians of WV let the railroad from Durbin to Cheat Junction vanish as well as the Western-Maryland railroad from Elkins to Parsons, Thomas and Davis. The politicians of WV never did have any long range planning. All the railroads in WV are potential scenic railroad attractions. The railroad in my town of Webster Springs to Bergoo and Slaty Fork would be an excellent scenic railroad for WV, and a business boom or rebirth of business for Webster County.

The West Virginia Department of Natural Resources has purchased the town of Cass and are rebuilding wooden sidewalks and company houses. Cass is a real tourist attraction with houses to rent. It is no longer merely a fast railroad ride. It is a complete stopover. A wildlife museum, nine modernized company houses for rent furnished with everything but food, and can accommodate eight people.

The Cass Showcase, a 10x40 scale model of the town (complete with scale trains) as it appeared in its heyday, with a 20-minute slide narration; what time has taken away from Cass, the Showcase has returned. Shay engines, and the #5 Hysler, cruising speed about 11 mph, are equipped with drive shafts and reducing gears, instead of side rods. Every wheel on the engine and tender is a drive wheel, giving the Shay tremendous traction. The Shays climb an 11% grade, 11 feet for each 100 feet—a grade of 2% is standard for

A trip on th Railroad, a museum, th the railroad cinders, the on top of C the sweater will be a gr the future.

Cass Scenic Rai Dinner Train S

Cass Scenic Railroad has announced the schedule for its 1989 series of popular dinner train rides to Whittaker Station. These special runs will be made on Saturday evenings at 6 p.m. beginning June 10, and will be offered June 17, July 1, 15 and 29, August 5 and 19, and September 2.

After an exhilarating ride to Whittaker Station, passengers will be treated to an old-fashioned West Virginia barbeque with live entertainment from various performers. Entertainers will offer a variety of programs including old-time railroading songs, folk, country and traditional music. Prices for these outings and $1 reserva

Cass of the lumbe early orig locor haul haul surr ridg avai 12 hou vac eve ho foo

FAR

Whittaker Station .....
Bald Knob .....

Children

Ticket includes admissio

GROU Minimum

Whittaker Station .....
Bald Knob .....

No group rates

SPECIAL SA NIGHT TRA

Midland Railroad

fourth round of their championship fight at

season, farmers could be seen plowing, planting or harvesting from spring

nory

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A trip on the Cass Scenic Railroad, a visit to the museum, the memory of the railroad buff, the hot cinders, the shrill whistle on top of Cheat Mountain, the sweater you forgot—it will be a great memory for the future.

Cass Scenic Railroad Dinner Train Set

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Cass, West Virginia, site of the scenic railroad, was a lumber boom town of the early 1900s, and the original Shay steam locomotives, which now haul passengers, once hauled lumber from the surrounding mountain ridges. Lodging is now available from any of the 12 restored "company houses" in the town. These vacation cabins offer everything needed for housekeeping except for food and personal items.

To make reservations or for additional information, call toll free 1-800-CALL—WVA.

FARES

Whittaker Station ..... Adult $8.00; Child $4.00
Bald Knob ..... Adult $11.00; Child $5.00

Children under 6 free
[illegible] admission to Cass Showcase, Wildlife

[illegible]

Whittaker Station ..... Adult $7.00; Child $3.50
Bald Knob ..... Adult $10.00; Child $4.50
No group rates on weekends

SPECIAL SATURDAY

railroad up Cheat Mountain, through Old Spruce to Bald Knob. It was a real steal and the greatest and best buy West Virginia

Wally Burron, the Governor, Jim Comstock, J.C. Cruikshanks, and a number of legislators, about a week before the

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Shay engines, and the #5 Hysler, cruising speed

Midland Railroad

Continued From Page 1

The West Virginia Midland Railroad went into operation for passenger service in 1908; the first Depot Agent in Webster Springs was our present Circuit Clerk, Mr. G. Jackson who was agent from October 8, 1908, until 1915 when he was appointed postmaster at Webster Springs, WV.

The West Virginia Midland was owned and operated by John I. McGraw who also owned and operated the Webster Springs Hotel, a three-story all wood, 265 bedroom hotel with one of the first elevators in West Virginia with excellent dining service and porters and buggies (horse drawn buggies) coming and going like a working bee hive—a big ballroom with all the up to date dance bands nightly. The days were spent taking hot salt sulphur baths and traveling over our then famous boardwalks known as lover's lane.

The famed steam chug buggy left our town of Addison at 7:20 a.m. for the 31-mile journey and connected with the B&O steamer out of Richwood at Holly Junction at 9:30 a.m. The passenger train consisted of a narrow gauge (36 in.) Shay or Climax Engine with three passenger cars that would seat 35 people to the car and for years they stood in the aisles. From the start the train nosed its way around curves up and down hills over the trestles, the Clifton trestle was 87 feet high, built out of chestnut poles in a 45 degree angle and as you crossed the trestle you could look down and see the fire in Mike Hiner's chimney. If the train was overloaded on the return trip in the evening they would stick on the trestle and the passengers had to get off and walk across, so my good friend Mr. Ernie Bogson tells me, and a story that has to be true because it was the day before Jack Dempsey became world champion by knocking out "Jess" Willard in the fourth round of their championship fight at Toledo, Ohio, July 4, 1919, and all this information was furnished to Mr. Gibson, the Sutton baseball team and band at Holly Junction by radio on Jul 5, 1919 on their return to Sutton.

Mr. Jackson, the Depot Agent who got $100 per month for his services said Warrick Gumm could blow a mean whistle when he had customers lined up buying tickets of any man he ever seen. For that 62-mile round trip, Mr. Gumm got the full amount of $2.25.

Yes, the West Virginia Midland Railroad and the Webster Springs Hotel, promoted by Senator Johnson N. Camden and Col. John I. McGraw, who believed in advertising and placed pictures of the famous hotel and railroad scenes in all subways in New York City; a self promoter with imagination who promoted his dreams into reality and carved a railroad through mountains and scenic beauty which showed a panorama of rural life at its best, as cattle, sheep and horses could be seen grazing in the fields and according to the season, farmers could be seen plowing, planting or harvesting from spring until the first snowfall.

On June 20, 1925, with many guests there with the famed hotel open for summer, a fire originated in the south wing, quickly reduced the famed hotel to ashes. The roaring, crackling flames leaped high into the heavens, lighting up Webster Springs to a brightness equal to that of noonday sun. Huge sparks and ashes floated a distance of a mile and a half. The light reflecting against a starless sky and the mountain sides looked weird and awesome, and the fanfare of a big city hotel among the hills disappeared and the tourist trade and strangers disappeared from our town. The little chug buggy continued with passenger service until 1928. In 1929 the railroad was sold, John A. Ford getting the section from Diana to Holly Junction for logging purposes and the remainder going to Pardee Curtin Lumber Company. The railroad served as a legend in its heyday and would be worth a fortune intact today as the scenic attraction.

PARES

Whittaker Station ..... Adult $8.00; Child $4.00
Bald Knob ..... Adult $11.00; Child $5.00

Museum, Historical Museum.

GROUP RATES
Minimum 15 Persons

Whittaker Station ..... Adult $7.00; Child $3.50
Bald Knob ..... Adult $10.00; Child $4.50
No group rates on weekends

SPECIAL SATURDAY NIGHT TRAIN RIDES

Includes:
West Virginia Barbecue
Live Entertainment
Train Ride

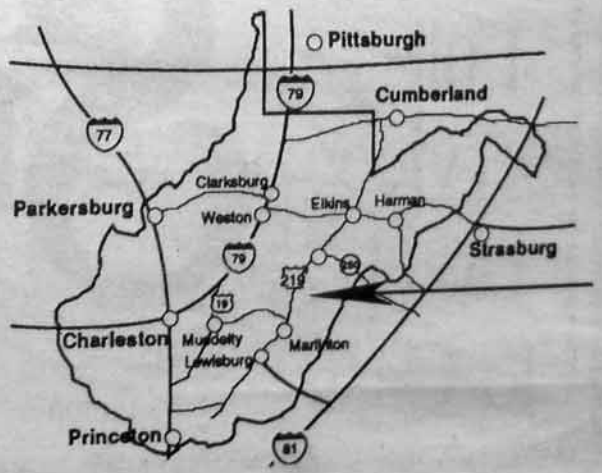
June 10 and 17
July 1, 15 and 29
August 5 and 19
September 2

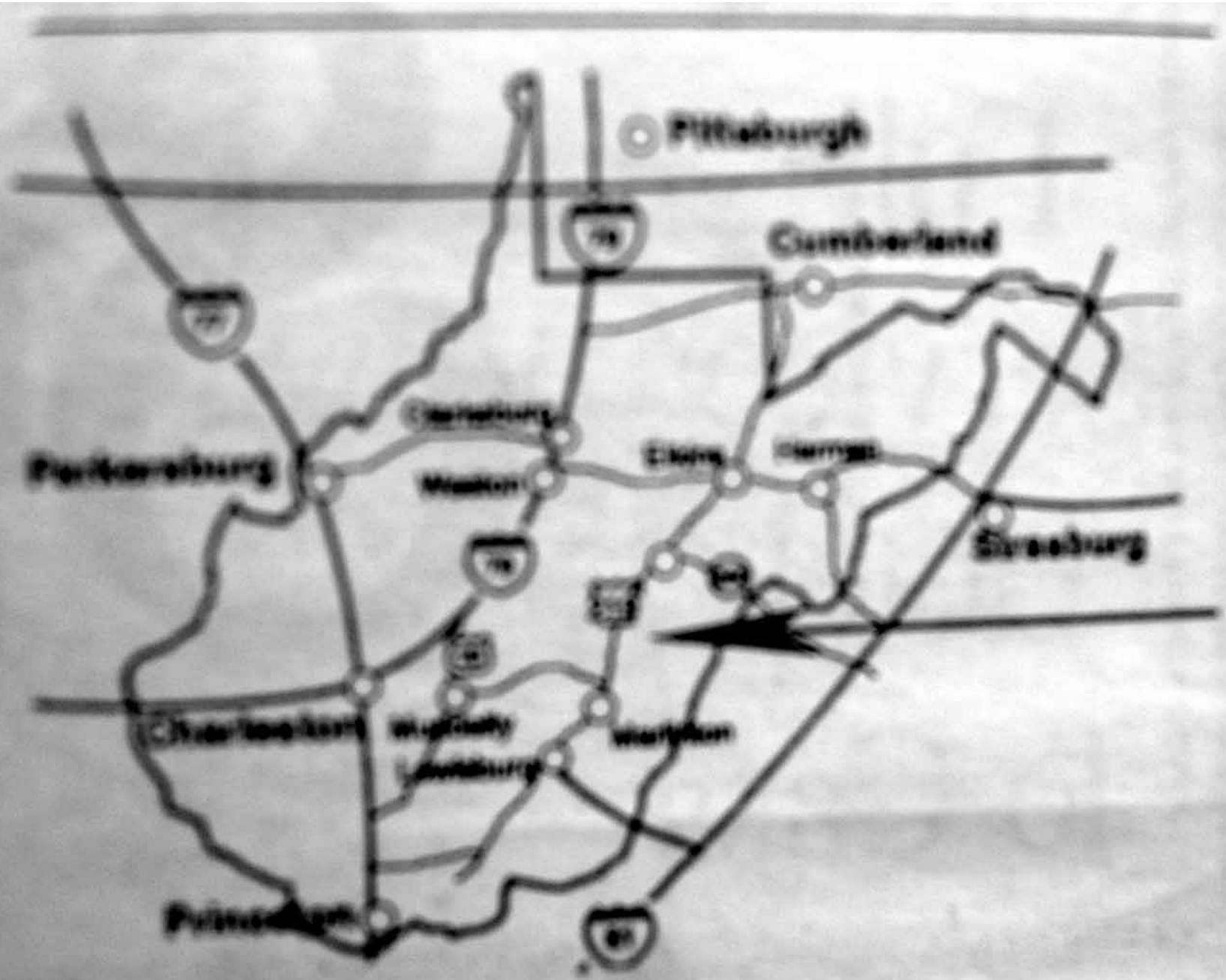
****BY RESERVATIONS ONLY****

Adult $22.00
Child $15.00

SPECIAL TRAINS

SENIOR TRAIN -September 9 ..... $13.00
HALLOWEEN TRAIN - October 28
Adults $10; Children $5.00




Pittsburgh
Cumberland
Parkersburg
Strasburg

The Old Cherry River Boom And Lumber Company

April 21, 1965

How does one bring back memories of logging days when power saws were unknown, when woodhicks "Shot George" a form of snuff sold by dope peddlers which made the hicks unusually happy when 25 or 30 hicks would scatter the George on a big poplar stump and sniff the George until they all became as happy as larks; when the Shay engine was king; when overhead skidders were tops in logging; when men pulled the cross cut for 10 hours and flexed their muscles and sprayed their beds with kerosene (lamp oil) to keep the bedbugs from thriving on their surplus blood; where food was considered tops in evaluating whether they would go to work at log camp No. 29 or 53. Yes, memories such as these are cherished by few today. My comments for this story were gathered from a local Webster County man, Mr. George Gumm, a proud retired railroad engineer who dearly loved the old shays and rods and at one time or another during his long career as an engineer had command of the throttle of about every engine on the Cherry River Line from 1906 to retirement in 1954.

When Mr. Gumm started working for Cherry River Lumber Company, June 1, 1906, on the South Fork of Cherry under the guiding hand of Captain Charley Armstrong, the railroad consisted of 150 miles of track with Shay engines No. 1, 2, 4, 6, 7, 8, 10, 11, and 12 (cost about $4,000 each), and all used to gather and haul logs loaded with Barnhart Steam Loaders, considered tops at that time. They had in use at that time approximately 200 rattler log cars, 100 pulp and tanbark rack cars—they traveled over South Fork of Cherry, North Bend, Little Laurel, up Hills Creek to Kenison Mountain, to Cranberry Bottoms and Dogway. Dogway at one time had a church, school, big store and 75 houses. We must mention Rod Engine No. 3, 5, 19 and 13 which were much faster than the shays. The Rod Engines were used to shift the yard and make the daily run from Richwood to Gauley Mills to supply a double band mill with 75-M board feet daily. All the engines mentioned above were standard gauge—the railroad grading was done by hand with picks and shovels and crews of 25 and 30 men who carved out a mile of railroad grade with good luck in five working weeks.

The different forks of Cherry, Cranberry and Dogway covered with virgin timber was really on the move from 1906 to 1914 and at one time had seven camps with at least 100 men each with plenty of work, excellent food and plenty of bedbugs. The shrill whistle of the steam engine, the chugging of the Barnhart loader, the visit of the supply train which visited each camp once a week with supplies, feed and hay for the horses as well as clothing, tobacco and food for the men. Wood hicks have been known to stay in one camp as long as six months before going to town. Many, after working six months have gone to town and blown six months wages in one weekend.

Tales of teams of horses thrown in log dumps still survive and a few train wrecks are still vivid. Elzie Bailey wrecked the No. 2 shay, 65 ton engine on Little Laurel and was going up a steep grade with one load of steel and the engine flew up with wheels springing forward, went back down the hill, rolled over in a curve and killed him. Another wreck on Barnashee Run on Cranberry No. 7, 70 ton shay with six loads, six empties, a Barnhart Loader on eight percent grade, run ¾ mile, wrecked and killed Frachier Adams, engineer Joe Taylor, conductor, Russell Berry, brakeman.

One would have to remember the Company Doctor, Jim McClung, who rode engines, motor cars, horseback, and helped and aided the sick, as the quest for virgin timber made Richwood the hardwood capital of the nation.

During the 20's Richwood was really on the move with the largest tannery in the world, and a clothes pin factory consuming 24-M feet of logs daily and the virgin timber of all forks of Cherry gone and the old Shays and Rods on the move to a new field and a new territory of Williams and Gauley Rivers. During the early 20's new names and new ways were being developed and the steam shovel, the great earth mover, was making great strides and the days of making railroad grades by hand would soon disappear. New names—Jim Sarrani, Lew Lombard and Dick Palmer—had appeared on the scene as railroad grading contractors. The first Thew steam shovel had rails but no pads; they had four mats to move on made out of 6x6 wood—the two surplus mats were moved as the shovel advanced. The shovel had its own water pump and pumped water to make steam from a nearby river or creek and on occasions, water was hauled in a tank on a sled pulled by horses. The coal (usually about four tons daily) was wagoned from the closest available supply.

The year 1921 saw Cherry River Boom & Lumber Company reach Three Forks of Williams River and the hub of town and the railroad shops were built and the work of Sarrani, Lombard and Palmber had seen progress move on. Appearing on the scene were new names—Billy Hawks, trainmaster; Joe Greer, assistant; Webb Hollifield, woods superintendent; Patty O'Brien and in 1926 Charley Badgett in the driver's seat and a great trader. I remember buying stacks of lumber from him—so much for this one and so much for than one (no scale). Charley Hanrahan (scaler) used to ask me, "Did you cheat him today?"

Cherry River, during the 20's and 30's had two trains a day, six days a week to Richwood. They had acquired new Rod Engines Nos. 15, 18, and 26 which were used to make the runs from Three Forks to Richwood. Their usual run consisted of about 50 cars of logs. They always dropped off about 10 or 12 cars at Gauley Mills, although George Gumm, on one occasion pulled 63 from Three Forks to Gauley Mills. During the 30's Three Forks had grown to quite a town, a three-room school, church, big store and about 75 houses, boarding house, a dentist, Dr. George Dyer (now at Beckley), a daily railroad bus that carried the mail and passengers.

The virgin forest of Williams' lasted approximately 16 years and the year 1963 saw Three Forks become a ghost town. The quest for hardwood was moved to the headwaters of

Continued On Page 5

Stables
• Pool
• Tennis
Year 'Round Enjoyment
Skiing •
Fishing •

The Pardee And Curtin Lumber Company Railroad

January 26, 1967

This story is intended to cover the operation of the Pardee Curtin Lumber Company. To properly do this, one must tell of the first lumbering operations in Webster County, carried on by Smith and Gilligan, who floated logs down Elk River to the Charleston Mills. This concern had the pick from the virgin forests, cut only the finest soft wood, and paid the owners 25 cents per tree.

General Curtin also began operations in Webster County at an early date. The Pardee Curtin Company cut thousands of acres on Back Fork, Grassy Creek, Holly and Laurel. This timber was floated down Elk to Sutton during Curtin's first major operation from 1888 to approximately 1900.

It is not clear which of the major companies was the first to establish a mill in Webster County, however, the one at Gauley Mills was built 85 years ago by the Camden interests in connection with the West Virginia-Pittsburgh Railroad. In 1907 this operation was taken over by the Cherry River Boom and Lumber Company. The mill was operated by that concern until 1931. The mill, at its peak, cut 125,000 feet per day. Logs were hauled from Williams and Gauley Rivers, over its own private railroad, with terminals at Three Forks and Jerryville, WV.

Another mill of importance was built at Arcola 55 years ago, which cut more than 150 million feet of lumber during its operation. This mill was owned and operated by the Howard Lumber Company. At its peak they employed 150 to 200 men and their capacity was 35,000 feet per day. Their timber stood principally on Gauley River and was hauled from Bolair over a narrow gauge railroad. (See Charley Sandy, Bolair, for information pertaining to railroad engines and loaders.)

H.B. Nichols, White's and Henry Cool operated the mill and narrow gauge railroad at Diana, with a capacity of 25,000 feet per day. (See Goodridge White, H.B. Nichols, Stuck Hall, or Merchie Hines, all still living.) I expect to do a complete story on the Diana operation and old engine No. 33 and the wreck at Charley Malcomb's sand cut. The engine with Merchie Hines, engineer, Leck Clevenger, fireman, Stuck Hall, conductor, and Dick Sizemore, brakeman, hit a cow and the engine and five loads of logs landed in Holly River. Yes, there is a lot to the Diana story, but it's tough to thread the needle and assemble.

Skyles, near the Braxton-Nicholas County line, was the site of a large mill with a capacity of 30,000 feet daily. A narrow gauge railroad connected with the B&O and old Pittsburgh Railroad at Erbacon. This was known as the Davis-Eakin Lumber Company Mill.

Wainville was the site of the Webster Lumber Company Mill. To thread the needle here is impossible. It changed hands frequently—from Brooks to Harmont, to Hall, to S.A. Morton.

Erbacon was the scence of lumbering by Henry Waggy and his son, William, the father and grandfather of Rafter-Full

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Cherry River Boom And Lumber Company

Continued From Page 4

Gauley and Cherry Rivers moved lock, stock and barrel to Jerryville. Gauley Mills had faded away with the flood of 1932—their bridge was gone and the big steam engine had broken down about the same time, never to be repaired, mainly because the virgin forest was fast disappearing.

The year 1943, during World War II saw Charley Badgett go the way we shall go at the end of our allotted time. The B&O Railroad made major changes in their railroad in order to move the coal from this section. The shops were built at Cowen, and the spur to Donaldson was built. The old Cherry River line from Donaldson to Gauley Mills by way of Gauley River was discontinued. Jerryville, by 1950 was a booming community, although most of the timber was gone, the change to coal had been made at that time. Jerryville had a four-room school, church, railroad yard, 100 houses, store, boarding house and a new mining town in Straight Creek. Although the great Badgett was gone, his shoes were ably filled by Carl Umbarger. A new name had appeared on the scene—Ray Maust, and at the present time he is one of the biggest operators of coal in the United States of America. He is a stripper, gutter and a man who really knows how to get the coal.

The old Cherry River Boom & Lumber Company was purchased by a wildcatter by the name of Rudolph, who later sold the mill to Ritter Lumber Company, and was further transferred to the present owner, Georgia Pacific. Most of the railroad is gone. The old Shay engines and Barnhart loaders were either sold or yielded to the scrap pile.

George Gumm, in 1948, moved the big Shay, 100 tons, No. 17 from Richwood to Tusculusa, Alabama, where it was sold to Levin Mining Company. Mr. Gumm was with the big engine 22 days on the railroad to see that it was properly greased and stayed two weeks after arrival to make sure old No. 17 was in good working order.

When Nos. 3 and 26 yielded to the scrap or sale, they purchased a steam Malley, No. 482 for haulage of coal from Jerryville and Straight Creek to Cowen.

The last man to yield to death on the old Cherry River line was Grover Hamilton on the South Fork of Cherry, September 4, 1954. It was a steam Erie, ¾ yards shovel or ditcher built on a log car. It upset and scalded him to death. One could go on and one about Ray Maust, the blowing of a bridge at Slaty Fork, the strike at Jerryville, and the Gauley River dynamiting of No. 482 in October 1954. Talk about many wrecks such as rod engine No. 18 out of Straight Creek. In fact, a book could be compiled worthy of anyone's time. If you are really interested, here are five men still living who started with the old Cherry River Line in 1906. I am sure anyone of the following, Earl Webster, Richwood, retired shop man; Ray Bryon, engineer, Richwood; Walter Stratton, somewhere in the west; Artenier Ramsey, engineer, Richwood; and George Gumm of Webster County, could give you hours and hours of detailed information.

DUTCH'S RESTAURANT
(First Restaurant on Rt. 15)
• CLEAN

Pardee And Curtin Lumber Railroad

Continued From Page 5

Waggy, now living in Charleston, WV. The elder Waggy logged 10 thousand acres on Missouri Run.

The Birch Valley Lumber Company was a big operation at Tioga for many years.

I bring you this brief introduction of Webster County's lumbering industry so you might fully appreciate the Pardee Curtin history making story. This information would have been impossible without the help and cooperation of Webster County's senior citizens. These people are deeply interested in restoring the traditions and legends of logging, Shay engines, actual life and living conditions in the rugged days of early sawmill operations.

In 1873, Taylor County, Grafton, WV, the Pardee Curtin Company started a small sawmill which erupted into one of the leading lumbering and mining companies in the state of West Virginia. The Curtin assets moved from Taylor County to Sutton, Braxton County in 1886 with portable mills. About 1890 a flood erupted in Sutton, brekaing a log dam on Elk River. The Curtin Company lost two million feet of logs. These logs were caught in St. Albans, Kanawha County, and sold. The assets were used to help buy and install a band mill at Sutton. Curtin had their first band mill in Braxton County about 1890.

The year 1900 saw Curtin move to Nicholas County with three band mills, located at Hominy Falls, Coal Siding, and Curtin. This operation was the whole operation. A railroad bus made daily runs, from Curtin to Brock's bridge and back, hustling the public, log hicks, and mail to and from the camps. The main line engines ran from the three mills to the railroad junctions. The old Shay went up the steep hollows and gathered the logs for the mills. At Curtin, Hominy Fall, and Coal Siding, the band mills were cutting away daily, each hours. If they were out 13 hours they were allowed eleven. If they loaded 24 ars before noon they still got a day. The loader man got $3 a day, conductor $2.50, tong hooker $2.25, fireman $1.75. Each man payed from 45 cents to 50 cents a day for board and room. However, the train crews could stop and eat at any log camp with no charge. All log camps had the finest of food, long tables with two or three kinds of meat, jellies, honey, molasses, or just about anything you wanted. Sleeping conditions were always poor. Bedbugs and graybacks made the using of lamp oil to spray your bed necessary for a good night's sleep. The long winter evenings were spent spinning tall tales of every description. Lee Gadd and others used to make the rounds to the camps selling clothing, watches, etc. Some have been known to peddle "George" (a high powered snuff) that make the hicks' imagination wander to dreamland, known as they U-Pine-Inn in Richwood, the Greasy Front in Webster Springs, or Hell's Half Acre and the saloon in Camden on Gauley.

Curtin was the hub for

men realized the danger, jumped to safety, and were unhurt. Jim Smith, one of the finest in 36" gauge railroad building, gathered the engines and loaderupin one day and shipped them back to the Curtin shop, where they were repaired and put back in operation.

The No. 4 engine, run by Tilden Brown, fireman, Walt Good, conductor, Bob Mullins failed to take sand on the head of Anglers Creek and the engine and 12 loads left the track and upset. All men jumped from the train to safety.

The No. 5 engine, run by Von Clark and fireman John Petit and No. 7, run by Lee Cole and Roy Sparks and Bob Warbutton and Joe Roberts, loader men, and Flem Wilson, conductor, had a run away in the hollow above Leivasy on Meadow Creek. Von Clark jumped from the No. 5 engine, hit a tree and killed himself. The others made it to safety.

The Curtin operation in Nicholas was big, employment good, wages cheap, living conditions also cheap. Old General Curtin was considered an honorable man. He cancelled many store accounts at the end of each year. He also paid hospital bills for many of his employees. How well he got along with Thornt Hennings, John Cochran, Lee Gadd, and the boys who peddled the "George" is unknown. But, the image of a staunch gentleman, General Curtin, remains in the minds of many yet today.

The year 1928 saw the hardwoods and virgin timber disappear and the three mills of Hominy Falls, Coal Siding, and Curtin came to an end. Flem Wilson got the nod to pull stakes and embark to Bergoo, Webster County; a task that required many hours of planning, and Shays could make their journey to Bergoo and their new and last home. By the end of 1929 all the Curtin engines had made it to Bergoo and the West Virginia Midland was coming to an end.

The last part of 1929 and early 30's saw Flem Wilson and Ed Cochrad sent to Diana with the No. 1 engine and Bill Skidmore, engineer to pull the steel of the West Virginia Midland to Webster Springs. A Mr. Coalshaw, who laid the original steel for the West Virginia Midland Railroad, was there on that gloomy morning and shed a few tears as the history of a narrow gauge passenger railroad was coming to an end.

The Pardee Curtin Lumber Company bought the orginal passenger train and coaches and it was used for several years as a work train from Webster Springs to Bergoo.

The mill at Bergoo was built by a millright, from Louisiana, by the name of Harry Mitchell. He was in Bergoo less than two years. The mill was in full operation by April 1929. "Mitchell," who was considered one of the best at that time, made but one mistake. He had been building mills in the western states for hemlock and spruce and he failed to b uild his conveyors for waste wide enough for slabs from our heavy crooked hardwood logs. However, this was soon altered and the mill at Bergoo was on its destination to a lifetime cutting of over 190 million board feet.

The first log camp, run by Bill McCourt, was on Mill Run and the second one by Ira McClung, near Parcoal. From there, Curtin moved to Leatherwood and in '33 and '34 crossed Leatherwood onto

to meet the challenge and rebuild the mill. The mill was so well assembled under the guidelines of Mr. Corkin, that they had a normal cut the first day and in less than 120 days, both sides were running.

The mill ran from 1942 to 1945, mainly from timber on the Back Fork of Elk and Pointa Mountain. The mill finally closed in 1945 and the mill assets sold to Harrison Lumber Company of Arkansas. The old engines were sold to Midwest Steel and Junk of Charleston, WV. The engines were cut up and loaded at old Red Oak Mine. It was indeed a sad day in the history of narrow gauge railroads when Ross Roy ran old No. 12, with the smokestack and other parts gone, from Red Oak down through Bergoo, across the river to the old mill site, where the parts were later sold to Ely Thomas Lumber Company of Fenwick, Nicholas County.

The No. 9 engine is all that remains from a legend of narrow gauge engines. It is still in operation and being used as a tourist attraction in the state of Maryland.

The Curtin story could be written in book form and would be worthy of sale in any book store in the United States. My main interest was the logging end, shay engines, and such history. However, I will continue with a brief comment about the coal interest and production.

The Golden Ridge or Bethlehem Steel Mine, located opposite Parcoal was the first major coal operation within Webster County. They had their own power plant, motors, and Goodwin cutting machines. Its operation ran for some 15 years, yet, little history of this mine is known to this writer,

coal production. The population has dropped from a high of approximately 1,800 to about 250 people. Coal production is still alive with Ike Lewis, a former football coach and coal stripper, from Pickens. How much production he gets is unknown to this writer, but I would estimate approximately 700 tons per day.

Bergoo No. 4, from 1935 to 1959, was a rather good mine with a lifetime production of 6,498,554 tons. It was a thriving mining town with 70 houses, company store, school, church, and union hall. The taxis out of Webster Springs kept the road hot bringing the miners to town and back to spend their money.

The No. 5 mine was only in operation from 1945 to 1950, with a production of 501,780 tons.

Britton No. 1 from 1943 to 1943 never amounted to a whole lot, 10,178 tons.

Britton No. 1, from 1943 to 1959, produced 3,664,585 tons, and was a great service to the poor people. The waste or bone coal rejected by the washer and dryer was used by about all the people in Webster County, at one time or another. Large piles of bone coal remain today. It was used for fills, roads, coal, and was a great help to [illegible] the old original Bean farm, produced from 1945 to 1947, 205,534 tons.

The Curtin story would not be complete without mentioning the company store. Someone wrote a song about loading 16 tons of coal and being one day old and deeper in debt, and wound up by saying he owed his sole to the company store; a true story. Some people worked every day in the mines and got more out of the store

mining companies in the state of West Virginia. The Curtin assets moved from Taylor County to Sutton, Braxton County in 1888 with portable mills. About 1890 a flood erupted in Sutton, breaking a log dam on Elk River. The Curtin Company had their million feet of logs. These logs were caught in St. Albans, Kanawha County, and sold. The assets were used to help buy and install a band mill at Sutton. Curtin had their first band mill in Braxton County about 1890.

The year 1900 saw Curtin move to Nicholas County with three band mills, located at Hominy Falls, Coal Siding, and Curtin. This operation was to last 28 years. This was a new era in narrow gauge railroad transportation. With the new operations came 12 railroad engines and several miles of track and stories that seem unrealistic today.

Flem Wilson, still living at Bergoo, was employed by General Curtin at Anglers Creek and he played an importan roll down through Curtin history. The Nicholas operation ran with 10 Shay engines and No. 8 a Heisler, No. 6, a Climax. The No. 1 small Shay (25 tons) was used for laying or taking up steel. This made narrow gauge railroad history that would be hard to equal anywhere else in West Virginia.

Five loading crews, with an American Log Loader each, were required to load 24 cars for a day's work. Each car consisted of approximately 3,000 feet. The engineer received top wages of $3 per day for 10 imagination wander to dreamland, known as they U-Pine-Inn in Richwood, the Greasy Front in Webster Springs, or Hell's Half Acre and the saloon in Camden on Gauley.

Curtin was the hub for the whole operation. A railroad bus made daily runs, from Curtin to Brock's bridge and back, hustling the public, log hicks, and mail to and from the camps. The main line engines ran from the three mills to the railroad junctions. The old Shay went up the steep hollows and gathered the logs for the mills. At Curtin, Hominy Fall, and Coal Siding, the band mills were cutting away daily, each trying to outdo the other. The average cut for a 10-hour day was 40,000 feet. The Hominy Mill holds all records. A fellow by the name of Albert Lynch decided to set a record, yarded back his 16-foot logs for a few days, and one day the Hominy Falls Mill cut 78,000 feet in 10 hours. This record stands, as a legend of history, as the most cut in any one day during the Curtin operations in Nicholas County.

The railroad, in Deep Well, near Summersville, was a busy place with Shany engines, black smoke, and shrill whistles. Shay engines No. 3 and No. 9 were trying to put an American steam loader up a steep track in Deep Well Hollow. Engine No. 3, run by Jim Johnson and No. 9, run by Harry Butcher, Jack Zonhizer, conductor, Lewis Gregory, tong hooker, flew up with full steam ahead and came back down out of the hollow, upset both engines and the loader. All accounts at the end of each year. He also paid hospital bills for many of his employees. How well he got along with Thornt Hennings, John Cochran, Lee Gadd, and the boys who peddled the "George" is unknown. But, the image of a staunch gentleman, General Curtin, remains in the minds of many yet today.

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A special B&O Railroad car was built with a narrow gauge track and the Shay engines were run on the B&O car for shipment to Palmer, in Braxton County. The journey from Palmer, to Webster Springs, to Bergoo, over the WVAM Railroad, was something to be talked about. Some of the engines stayed in Palmer as long as ten years. The fall of 1928 saw Flem Wilson and George King journey to Diana to get the No. 1 engine, the first to arrive in Webster Springs. This engine, used exclusively for the laying of steel, was delayed a few days in Webster Springs awaiting the completion of the third rail of the Western Maryland Railroad so the at that time, made but one mistake. He had been building mills in the western states for hemlock and spruce and he failed to b uild his conveyors for waste wide enough for slabs from our knotty crooked hardwood logs. However, this was soon altered and the mill at Bergoo was on its destination to a lifetime cutting of over 190 million board feet.

The first log camp, run by Bill McCourt, was on Mill Run and the second one by Ira McClung, near Parcoal. From there, Curtin moved to Leatherwood and in '33 and '34 crossed Leatherwood onto Gauley as far down as Jerryville, and in '41 crossed Point Mountain to Back Fork. The same shay engines and loaders used in Nicholas were used in this operation.

Sox Riley was the mill boss with Windy Rose on one side and Harry Duckworth on the other. The lumberyard was so full you could hardly find room for a lumber stack. A major portion of the lumber was exported to England and France, with John T. Alcock of New York serving as broker and featuring wide poplar boards used in England and France as paneling.

The mill burned at daybreak in April 1941 (unknown day). By 1942, through the efforts of A.W. Corkin, with the help of Shorty Reese drafting, the mill was rebuilt. Mr. Corking, who was formerly with Allis-Chalmers, as 76, from sunny California, and retired when he was called

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Parcoal, or Bergoo No. 1, as operated by Curtin from 1929 to 1936, produced a lifetime production of 995,404 tons.

Barton or Bergoo No. 2, from 1930 to 1954, produced a lifetime tonnage of 7,900,376 tons. The mining towns from 1930 to 1954 has made a complete change. The Pardee Curtin home office is now located there as well as an all electric sawmill. A major portion of the coal company houses are owned by individuals and a large percentage of the population now work for private industry or survive on pensions.

Bergoo No. 3 or Leatherwood, which is considered Bergoo, had a lifetime production, from 1931 to 1947, of 2,697,772 tons. At one time, there was an estimated payroll of $200,000 monthly from and dryer was used by about all the people in Webster County, at one time or another. Large piles of bone coal remain today. It was used for fills, roads, coal, and was a great help to the local people.

Bolair No. 2, located on the old original Bean farm, produced from 1945 to 1947, 205,534 tons.

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The old scrip story (buy cigarettes for $2.00 per carton and sell them for $1.50) applies to many other items, and the sharpies down town took advantage of the opportunity. About everybody in town took scrip, if they could get it cheap enough. It went right back to the company store and they bought meats, groceries, furniture, and gas. It was a way for the miners to get medicine or any other worthy purpose. They used to play poker at Bergoo and Barton and scrip played the same as cash. It served a purpose on Elk River as legal tender.

Mr. Orkney, from our town of Webster Springs, has worked a lifetime for Curtin--first as a lumber salesman. In 1927 he came to Webster County as store manager, buying and running the Curtin store until retirement. They had

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Pardee And Curtin Lumber Railroad

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Waggy, now living in Charleston, WV. The elder Waggy logged 10 thousand acres on Missouri Run.

The Birch Valley Lumber Company was a big operation at Tioga for many years.

I bring you this brief introduction of Webster County's lumbering industry so you might fully appreciate the Pardee Curtin history making story. This information would have been impossible without the help and cooperation of Webster County's senior citizens. These people are deeply interested in restoring the traditions and legends of logging, Shay engines, actual life and living conditions in the rugged days of early sawmill operations.

In 1873, Taylor County, Grafton, WV, the Pardee Curtin Company started a small sawmill which erupted into one of the leading lumbering and mining companies in the state of West Virginia. The Curtin assets moved from Taylor County to Sutton, Braxton County in 1886 with portable mills. About 1890 a flood erupted in Sutton, breaking a log dam on Elk River. The Curtin Company lost two million feet of logs. These logs were caught in St. Albans, Kanawha County, and sold. The assets were used to help buy and install a

hours. If they were out 13 hours they were allowed eleven. If they loaded 24 ars before noon they still got a day. The loader man got $3 a day, conductor $2.50, tong hooker $2.25, fireman $1.75. Each man payed from 45 cents to 50 cents a day for board and room. However, the train crews could stop and eat at any log camp with no charge. All log camps had the finest of food, long tables with two or three kinds of meat, jellies, honey, molasses, or just about anything you wanted. Sleeping conditions were always poor. Bedbugs and graybacks made the using of lamp oil to spray your bed necessary for a good night's sleep. The long winter evenings were spent spinning tall tales of every description. Lee Gadd and others used to make the rounds to the camps selling clothing, watches, etc. Some have been known to peddle "George" (a high powered snuff) that make the hicks' imagination wander to dreamland, known as they U-Pine-Inn in Richwood, the Greasy Front in Webster Springs, or Hell's Half Acre and the saloon in Camden on Gauley.

Curtin was the hub for the whole operation. A railroad bus made daily runs, from Curtin to Brock's bridge and back, hustling the public, log hicks, and mail to and from

men realized the danger, jumped to safety, and were unhurt. Jim Smith, one of the finest in 36" gauge railroad building, gathered the engines and loaderupin one day and shipped them back to the Curtin shop, where they were repaired and put back in operation.

The No. 4 engine, run by Tilden Brown, fireman, Walt Good, conductor, Bob Mullins failed to take sand on the head of Anglers Creek and the engine and 12 loads left the track and upset. All men jumped from the train to safety.

The No. 5 engine, run by Von Clark and fireman John Petit and No. 7, run by Lee Cole and Roy Sparks and Bob Warbutton and Joe Roberts, loader men, and Flem Wilson, conductor, had a run away in the hollow above Leivasy on Meadow Creek. Von Clark jumped from the No. 5 engine, hit a tree and killed himself. The others made it to safety.

The Curtin operation in Nicholas was big, employment good, wages cheap, living conditions also cheap. Old General Curtin was considered an honorable man. He cancelled many store accounts at the end of each year. He also paid hospital bills for many of his employees. How well he got along with Thornt Hennings, John Cochran, Lee Gadd, and the boys is unknown. But, the image of a staunch gentleman, General Curtin, remains in the minds of many yet today.

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The year 1900 saw Curtin move to Nicholas County with three band mills, located at Hominy Falls, Coal Siding, and Curtin. This operation was to last 28 years. This was a new era in narrow gauge railroad transportation. With the new operations came 12 railroad engines and several miles of track and stories that seem unrealistic today.

Flem Wilson, still living at Bergoo, was employed by General Curtin at Anglers Creek and he played an importan roll down through Curtin history. The Nicholas operation ran with 10 Shay engines and No. 8 a Heisler, No. 6, a Climax. The No. 1 small Shay (25 tons) was

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Curtin was the hub for the whole operation. A railroad bus made daily runs, from Curtin to Brock's bridge and back, hustling the public, log hicks, and mail to and from the camps. The main line engines ran from the three mills to the railroad junctions. The old Shay went up the steep hollows and gathered the logs for the mills. At Curtin, Hominy Fall, and Coal Siding, the band mills were cutting away daily, each trying to outdo the other. The average cut for a 10-hour day was 40,000 feet. The Hominy Mill holds all records. A fellow by the name of Albert Lynch decided to set a record, yarded back his 16-foot logs for a few days, and one day the Hominy Falls Mill cut 78,000 feet in 10 hours. This record stands, as a legend of history, as the most cut in any one day during the Curtin operations in Nicholas County.

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Five loading crews, with an American Log Loader each, were required to load 24 cars for a day's work. Each car consisted of approximately 3,000 feet. The engineer received top wages of $3 per day for 10

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The railroad, in Deep Well, near Summersville, was a busy place with Shany engines, black smoke, and shrill whistles. Shay engines No. 3 and No. 9 were trying to put an American steam loader up a steep track in Deep Well Hollow. Engine No. 3, run by Jim Johnson and No. 9, run by Harry Butcher, Jack Zonhizer, conductor, Lewis Gregory, tong hooker, flew up with full steam ahead and came back down out of the hollow, upset both engines and the loader. All

men realized the danger, jumped to safety, and were unhurt. Jim Smith, one of the finest in 36" gauge railroad building, gathered the engines and loaderupin one day and shipped them back to the Curtin shop, where they were repaired and put back in operation.

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Shays could make their journey to Bergoo and their new and last home. By the end of 1929 all the Curtin engines had made it to Bergoo and the West Virginia Midland was coming to an end.

The last part of 1929 and early 30's saw Flem Wilson and Ed Cochrad sent to Diana with the No. 1 engine and Bill Skidmore, engineer to pull the steel of the West Virginia Midland to Webster Springs. A Mr. Coalshaw, who laid the original steel for the West Virginia Midland Railroad, was there on that gloomy morning and shed a few tears as the history of a narrow gauge passenger railroad was coming to an end.

The Pardee Curtin Lumber Company bought the orginal passenger train and coaches and it was used for several years as a work train from Webster Springs to Bergoo.

The mill at Bergoo was built by a millright, from Louisiana, by the name of Harry Mitchell. He was in Bergoo less than two years. The mill was in full operation by April 1929. "Mitchell," who was considered one of the best at that time, made but one

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The year 1928 saw the hardwoods and virgin timber disappear and the three mills of Hominy Falls, Coal Siding, and Curtin came to an end. Flem Wilson got the nod to pull stakes and embark to Bergoo, Webster County; a task that required many hours of planning, and approximately three years to do. The steel was pulled and the 10 Shays, the No. 8, Heisles, and the No. 6 Climax were brought to the Curtin Mill site to make

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The first log camp, run by Bill McCourt, was on Mill Run and the second one by Ira McClung, near Parcoal. From there, Curtin moved to Leatherwood and in '33 and '34 crossed Leatherwood onto Gauley as far down as Jerryville, and in '41 crossed Point Mountain to Back Fork. The same shay engines and loaders used in Nicholas were used in this

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A special B&O Railroad car was built with a narrow gauge track and the Shay engines were run on the B&O car for shipment to Palmer, in Braxton County. The journey from Palmer, to Webster Springs, to Bergoo, over the WVA&M Railroad, was something to be talked about. Some of the engines stayed in Palmer as long as ten years. The fall of 1928 saw Flem Wilson and George King journey to Diana to get the No. 1 engine, the first to arrive in

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Sox Riley was the mill boss with Windy Rose on one side and Harry Duckworth on the other. The lumberyard was so full you could hardly find room for a lumber stack. A major portion of the lumber was exported to England and France, with John T. Alcock of New York serving as broker and featuring wide poplar boards used in England and France as paneling.

The mill burned at daybreak in April 1941 (unknown day). By 1942, through the efforts of

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The mill burned at daybreak in April 1941 (unknown day). By 1942, through the efforts of A.W. Corkin, with the help of Shorty Reese drafting, the mill was rebuilt. Mr. Corking, who was formerly with Allis-Chalmers, at 76, from sunny California, and retired when he was called

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to meet the challenge and rebuild the mill. The mill was so well assembled under the guidelines of Mr. Corkin, that they had a normal cut the first day and in less than 120 days, both sides were running.

The mill ran from 1942 to 1945, mainly from timber on the Back Fork of Elk and Pointa Mountain. The mill finally closed in 1945 and the mill assets sold to Harrison Lumber Company of Arkansas. The old engines were sold to Midwest Steel and Junk of Charleston, WV. The engines were cut up and loaded at old Red Oak Mine. It was indeed a sad day in the history of narrow gauge railroads when Ross Roy ran old No. 12, with the smokestack and other parts gone, from Red Oak down through Bergoo, across the river to the old mill site, where the parts were later sold to Ely Thomas Lumber Company of Fenwick, Nicholas County.

The No. 9 engine is all that remains from a legend of narrow gauge engines. It is still in operation and being used as a tourist attraction in the state of Maryland.

The Curtin story could be written in book form and would be worthy of sale in any book store in the United States. My main

coal production. The population has dropped from a high of approximately 1,800 to about 250 people. Coal production is still alive with Ike Lewis, a former football coach and coal stripper, from Pickens. How much production he gets is unknown to this writer, but I would estimate approximately 700 tons per day.

Bergoo No. 4, from 1935 to 1959, was a rather good mine with a lifetime production of 6,498,554 tons. It was a thriving mining town with 70 houses, company store, school, church, and union hall. The taxis out of Webster Springs kept the road hot bringing the miners to town and back to spend their money.

The No. 5 mine was only in operation from 1945 to 1950, with a production of 501,780 tons.

Britton No. 1 from 1943 to 1943 never amounted to a whole lot, 10,178 tons.

Britton No. 1, from 1943 to 1959, produced 3,664,585 tons, and was a great service to the poor people. The waste or bone coal rejected by the washer and dryer was used by about all the people in Webster County, at one time or another. Large piles of bone coal remain today. It was used for fills, roads,

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The Golden Ridge or Bethlehem Steel Mine, located opposite Parcoal was the first major coal operation within Webster County. They had their own power plant, motors, and Goodwin cutting machines. Its operation ran for some 15 years, yet, little history of this mine is known to this writer, because they were an out of state corporation.

Parcoal, or Bergoo No. 1, as operated by Curtin from 1929 to 1936, produced a lifetime production of 995,404 tons. It was a thriving mining town with 70 houses, company store, school, church, and union hall. The taxis out of Webster Springs kept the road hot bringing the miners to town and back to spend their money.

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The Curtin story would not be complete without mentioning the company store. Someone wrote a song about loading 16 tons of coal and being one day old and deeper in debt, and wound up by saying he owed his sole to the company store; a true story. Some people worked every day in the mines and got more out of the store than they earned.

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Parcoal, or Bergoo No. 1, as operated by Curtin from 1929 to 1936, produced a lifetime production of 995,404 tons.

Barton or Bergoo No. 2, from 1930 to 1954, produced a lifetime tonnage of 7,900,376 tons. The mining towns from 1930 to 1954 has made a complete change. The Pardee Curtin home office is now located there as well as an all electric sawmill. A major portion of the coal company houses are owned by individuals and a large percentage of the population now work for private industry or survive on pensions.

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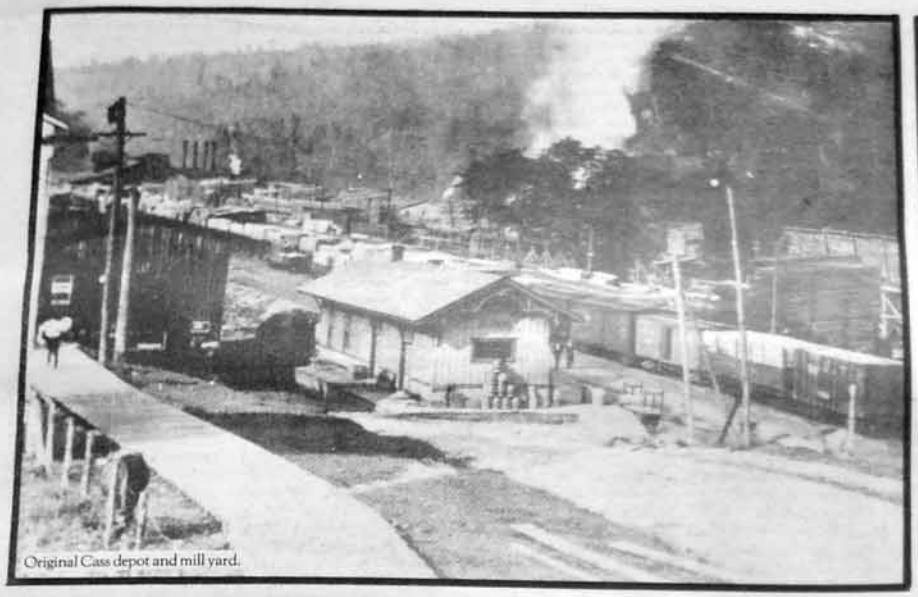
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Bergoo No. 3 or Leatherwood, which is considered Bergoo, had a lifetime production, from 1931 to 1947, of 2,697,772 tons. At one time, there was an estimated payroll of $200,000 monthly from every day in the mines and got more out of the store than they earned.

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Mr. Orkney, from our town of Webster Springs, has worked a lifetime for Curtin--first as a lumber salesman. In 1927 he came to Webster County as store manager, buying and running the Curtin store until retirement. They had

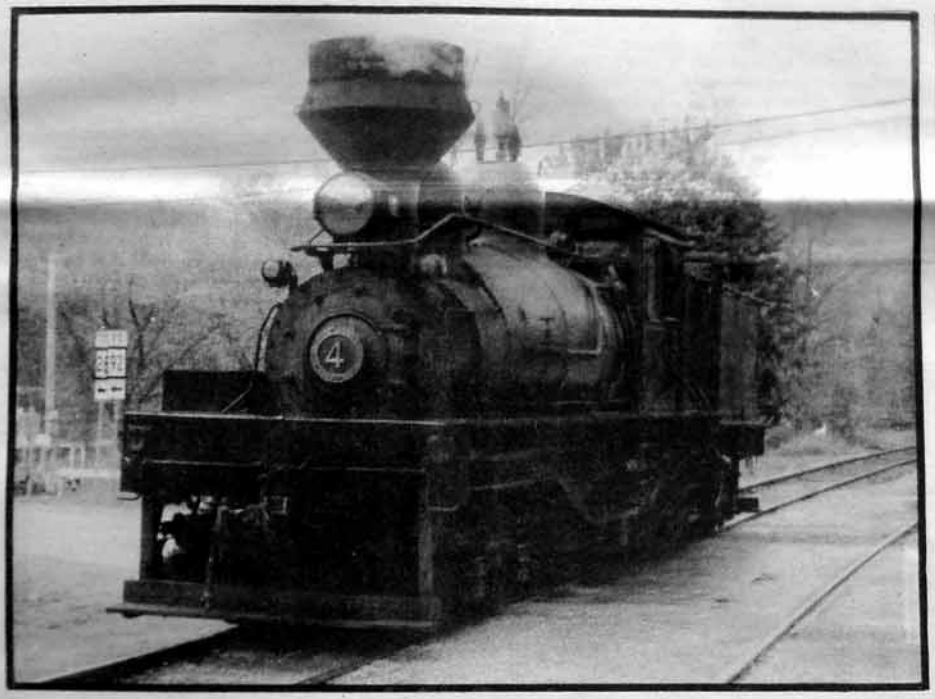
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Original Cass depot and mill yard.



Engine No. 4 approaches the Gum Field picnic area near Cass, West Virginia with a background of brilliant fall colors. The Cass Scenic RR was formerly a logging railroad.





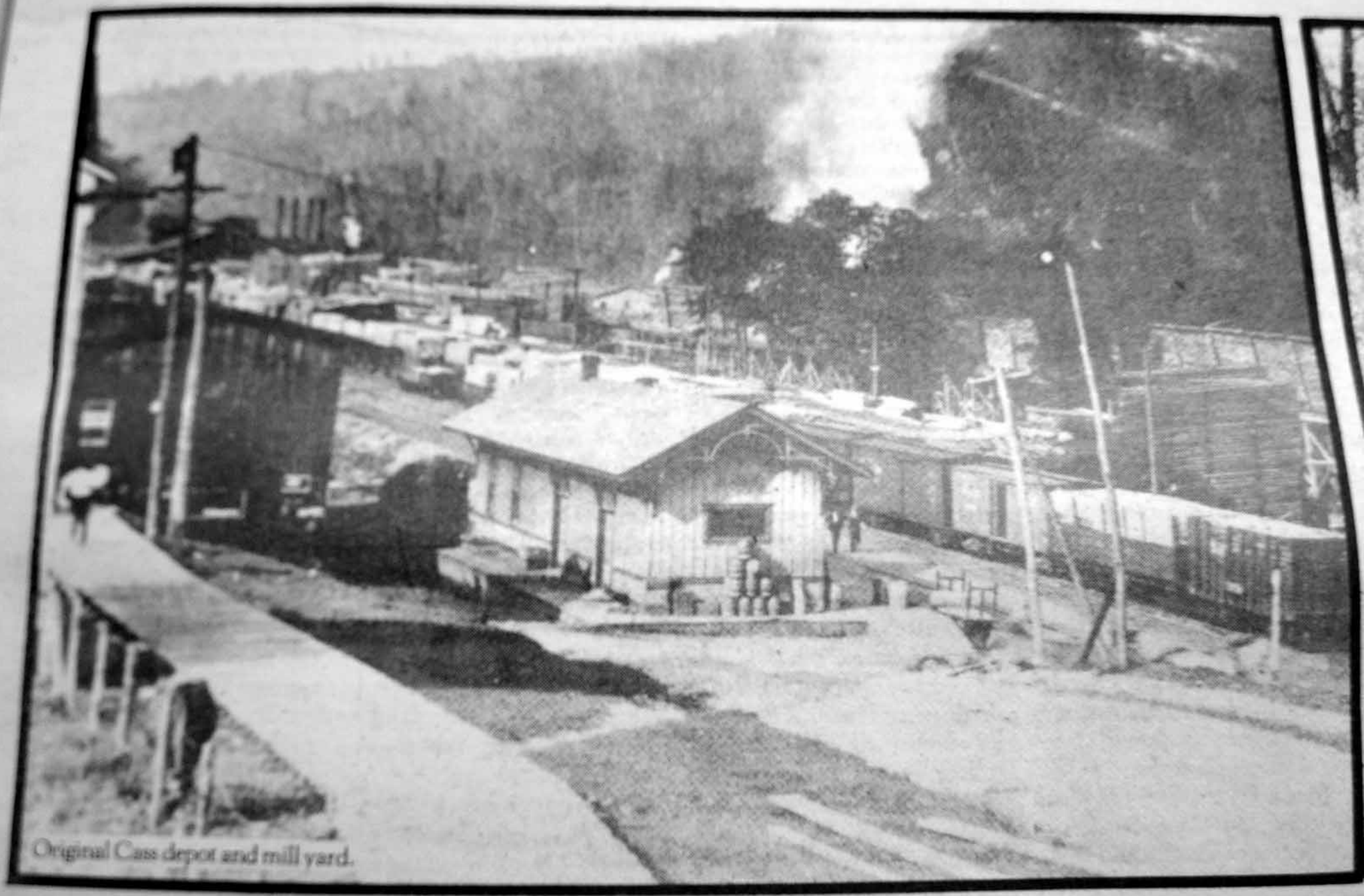
The Western Maryland Railroad Bridge at Bergoo has survived two major floods in less than forty years. Just up the tracks many locomotives used to shift the cars in the yards.



Bergoo depot and a 4-4-0 (A Class) passenger engine.



Water tank in the lower end of the Cass Scenic Railroad yards are where the steam engine takes water before departing to Whittaker Station and Bald Knob.



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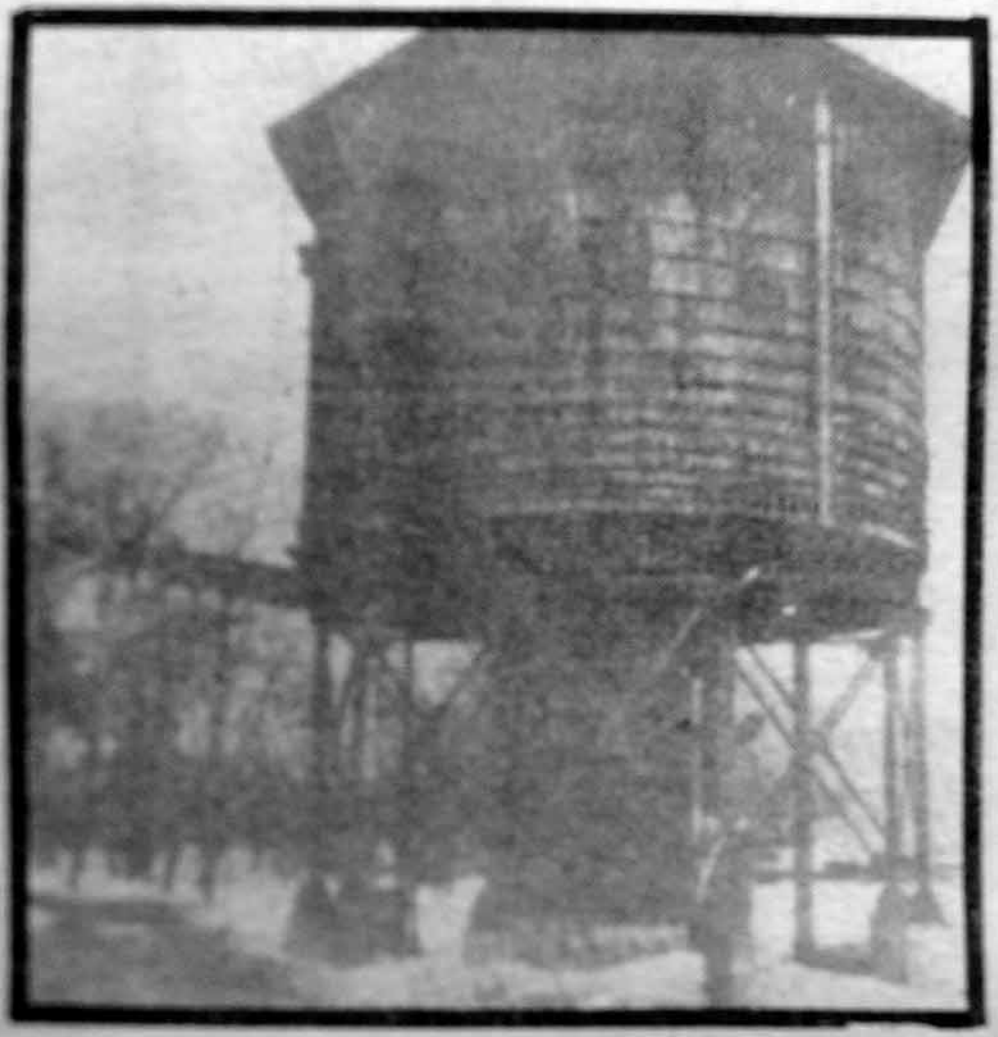


Bartow depot and a 4-4-0 (A Class) passenger engine.

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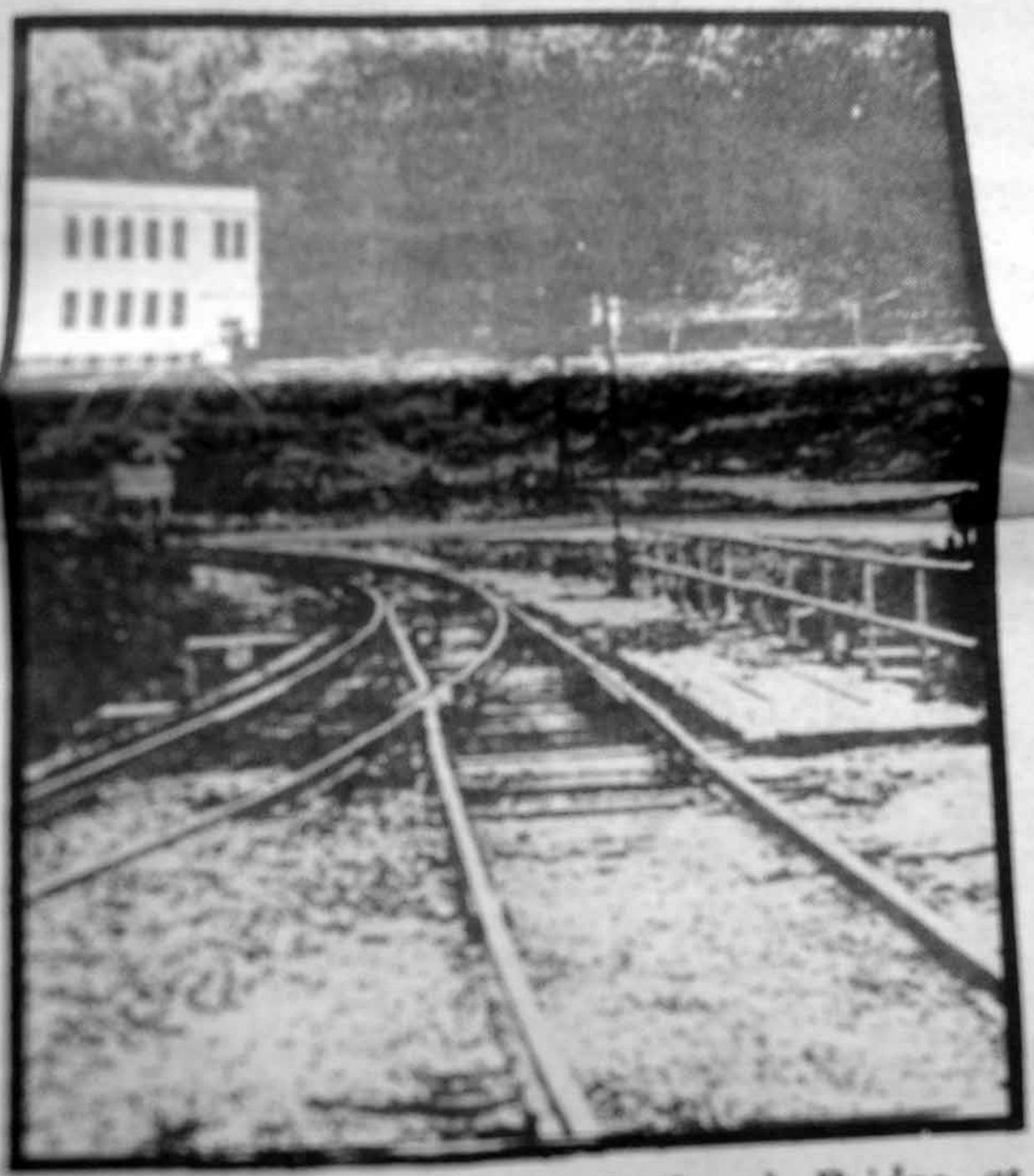
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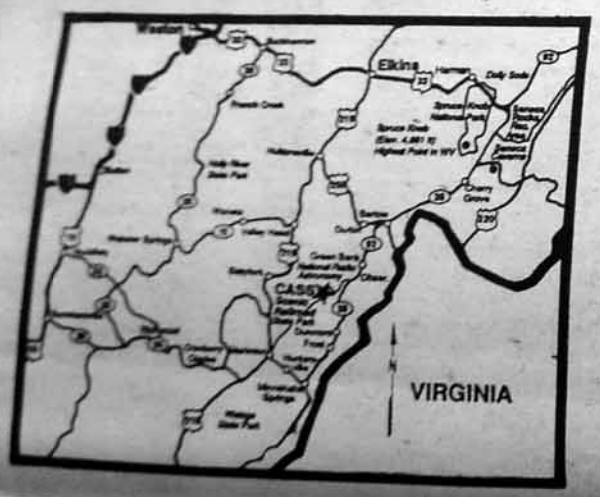




Engine No. 4 approaches the Gum Field picnic area near Cass, West Virginia with a background of brilliant fall colors. The Cass Scenic RR was formerly a logging railroad.

Paul G. Thayer

Paul G. Thayer, a 90 lb. railroad engineer, who was not supposed to make it because of his size, his engineer leather gloves come almost to his elbows, he had to look for small women's garters to hold the sleeves up on his shirt and his blue railroad handkerchief went around his neck twice, his railroad cap tipped his eyebrows. He looked like a midget with a circus. His determination and hard work made him one of the best railroad engineers to ever pull the throttle and blow the whistle for the B&O Railroad. He went to work as a fireman in 1944 and was running as an engineer in 1947. He started running the 1212 freight engine, later the 1314. In December 1949 he bumped into the passenger run from Pickens to Buckhannon, steam engine #3113. His first three days in Pickens is something to remember. He started from Buckhannon to Pickens in a 1941 Ford at 7:30 at night and arrived in Pickens the next morning, at 7:30 and thirty minutes late for the daily run to Buckhannon. They got the train on the move to Alexandra and the conductor came up to Mr. Thayer in the cab of the engine (3113) and said to Mr. Thayer, "You are not running a freight train, we are thirty minutes late." Mr. Thayer said to the fireman, "We will pull into Buckhannon on time." He pulled down the track at about 40 miles per hour for a mile and a sign said 'Track warning, 10 miles per hour.'



He never touched the throttle. He said at times he thought the engine and passenger cars were all going into the river. He pulled into Adrian and the conductor gave him another visit and informed him to slow it down, we were ahead of time.

Mr. Thayer ran the Pickens to Buckhannon run for six months and the conductor never talked to him again about his schedule. The second night in Pickens, Mr. Thayer went to bed at the Pickens Hotel as soon as supper was over. He woke up about 12:00 o'clock to go to the Johnny house. The fire had gone out in the pot belly stove. He reached for his shoes and they were frozen to the floor. The Johnny house was on the back porch of the second floor of the hotel. Mr. Thayer finally made it back to the bed and the Hostler for 3113 informed him and the fireman that the engine and water lines to the passenger coaches were freezing up. Mr. Thayer, the fireman and Hostler had the engine thawed out, heat in the passenger coaches and 3113 and crew was on their way at 7:30 a.m. for Buckhannon.

Mr. Thayer served as engineer on the 5005 passenger train engine from Richwood to Clarksburg. He also blowed the whistle and pulled the throttle on 7608, one of the biggest steam engines ever in service except the 614, that runs continuously on excursion runs yet today and yearly from Cincinnati to Hinton. The 7608 was 192 feet long from cow catcher to the coupling at the end of the water tank with a 235 lb. steam pressure, held 25 tons of coal and 22,000 gallons of water and was used to haul troop trains all over the United States during World War II.

Mr. Thayer has trained a number of young engineers on diesel. Tommy Bragg, Don Snyder and many many others. He has run on about all the trackage from Donnegan hollow to Richwood, Williams and Gauley Rivers, Grafton and Cumberland, Maryland; there is little trackage in the scope of the B&O Grafton yards that Mr. Thayer has not covered.

Mr. Thayer was the original objector to the conditions at the old Beanery at Cowen. He filed a report on several occasions about living conditions, screen doors, beds and general conditions. A new air conditioned Beanery was built and this writer and his brothers were the prime contractors. We also started the Cass Scenic Railroad the same year.

Mr. Thayer wrecked at Orlando in Braxton County in 1958. The first car behind three engineers kicked a rail and 31 coal cars loaded, jumped the track and piled up 6 deep. We were clocked at 39 miles per hour when we wrecked.

Mr. Thayer wrecked two miles east of Cowen on Laurel Creek's steepest grade. We had a loose wheel that wouldn't slow down in a curve and turned sideways and derailed 37 coal cars. There is probably coal on Laurel Creek today. It went all over the hillside. I once wrecked one, the big Ditch, coming from Camden-on-Gauley. We came upon a broken rail and we derailed 18 hoppers of coal. Everybody remembers the bridge fire and the recent wreck at Centralia Tunnel. When you come out of the 400 feet tunnel it is only about 40 feet to the 600 feet long bridge with guerders every 100 feet and over 200 feet down to the water. The day of the wreck the engineer was through the tunnel and on the burning bridge and engines passed over the bridge on the steel guerders and clearing the burning ties and hot steel as they slid across the guerders the fuel oil tanks were split and when the fuel oil hit the hot steel it made a tremendous fire. Somehow the engineers and train crews managed to put out the fire and save the engines. Mr. Thayer was one of the engineers who helped rebuild the bridge and restore railroad traffic.

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Mr. Thayer was born to be a railroad engineer. He has many good pictures of engines and wrecks and can talk for hours about his lifetime railroad experience. He is a living, walking legend on B&O Railroad history. A member of the Cowen Railroad Hall of Fame, Mr. Thayer is a man that all Webster Countians and West Virginians should be proud of.

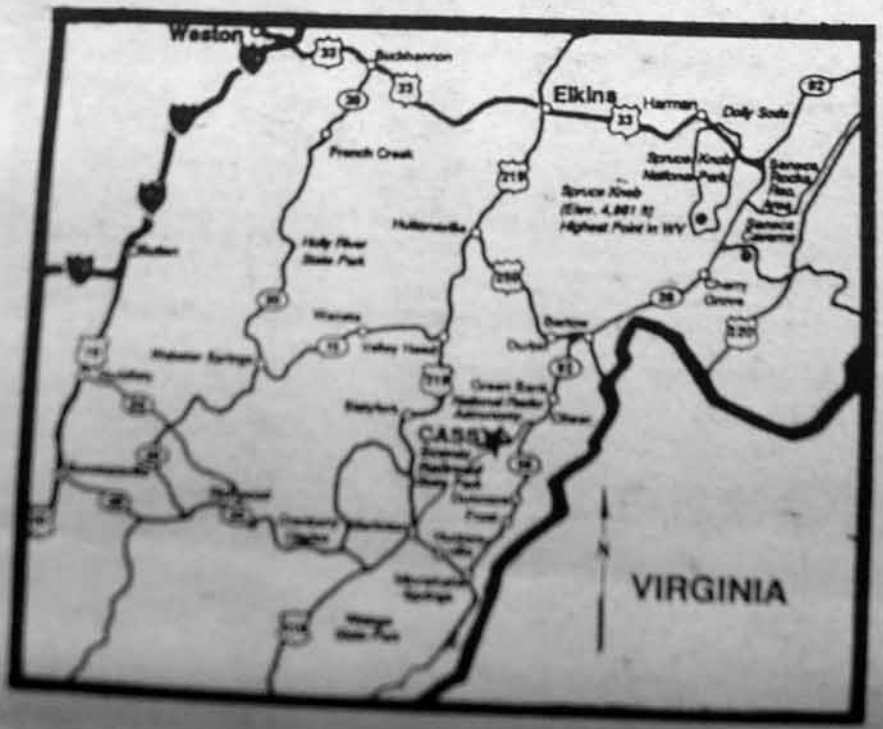
Webster Savings Mutual

Paul G. Thayer

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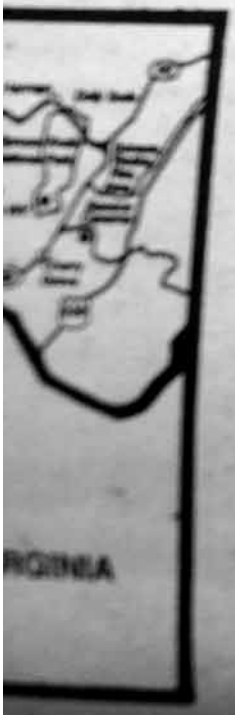
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Asking Politicians To Consider Youth And C.C.C.'s

by Sheriff Given

My political career has been filled with dangles, blunders, and boo-boos. Sometimes we learn from the non-elected, as well as the elected. Dick Benson, the popular air pilot and two-time State Senator has had a stroke and is real sick at the present time. We here in Central West Virginia wish him a speedy recovery. He is the same man that defeated me after the election was over in 1972. In a six-county recount and in Randolph County (Elkins), we opened the Hyde Park voting precinct with 3 cans of ballots and 780 voters, no ballots, no excuses, except Richard Neely and Larrie Bailey had stolen the ballots during noon recess and the County Commissioners, who serve as election commissioners, moved that they accept the count as established by the election officials on the precinct level and Dick Benson was declared a winner in late August by three votes and a Circuit Court Judge decision. Mr. Benson was the authorized State Senator who voted and used my State Senate seat for 4 years.

I was elected to the 1st Silver-Haired Legislature and served as their speaker of the House of Delegates. At the next election I was elected to the Silver-Haired Senate and was elected as President, but was declared ineligible because I would not sign an affidavit that I would not run for public office.

In 1958, under President Eisenhower, WV economy was flat unemployment in southern WV was at an all-time high. Unemployment funds were gone, relief and food orders were almost impossible, Red Cross, churches and charity organizations were broke. The southern counties of McDowell, Mingo, Logan and Mercer were at a standstill.

As an elected member of the WV Legislature, we organized a committee for distressed areas of WV. I was appointed chairman of the 25-member committee. I see poverty at the worst with ugly conditions, outside toilets with their sticky smells, a clinging odor long after you left the scene, shoestrings dangling from oversized hard-toe mining boots, caps and socks pulled down over thick, dark, dirty hair, oversized miner's pants hanging low on the hips, rag tag coats, over faded checkerboard John Ritchie shirts, etc. Out of this 10-day, 25-member committee investigation came the State Temporary economic program (STEP) $1.00 an hour state park work's program, the welfare seed and garden program, and the first $30,000 for food stamps in McDowell County alone, later Mingo, Logan, Clay and Webster and then statewide and now nationwide.

Last year 1985, I had TV in Charleston, five nights weekly that covered Kanawha, Putnam, parts of Clay, Fayette and Boone. I have a TV library, VHS and Beta, thirty-six 30-minute TV shows with various legislators, State Senators and Board of Public Works all on file at my home at 216 River Drive, Webster Springs, WV. They have run as re-runs in Webster Springs, Buckhannon and are now running in Morgantown and will run in Elkins immediately after Christmas. I hope the TV cable subscribers of Webster TV Cable Service demand they run the TV Sheriff Given show in Webster Springs, during the January-February legislative session, 1986.

Perhaps the greatest Joe politically is simple discouragement. I have been in the political barnyard of discarded Democrat politicians for years. The WV family politician says we don't vote for Sheriff Given. He can't win, he won't pay on the precinct level. He's a loser, he doesn't agree. We don't need him on the team. Election after election the people help me knock on doors — the team gets out their cash political funds, and pay on the precinct level — and if necessary re-finance election day about noon, and start giving and buying. I always make them spend, hustle, pull their hair, fight among themselves and promise one another and Ward healers political dreams of elephant size.

Jobs are the main issue in WV and the nation. Serious questions should be raised by the WV legislature and our Congressional delegation in Washington, DC about any government or any economic system that can provide jobs to all who need them and are able to work. It is crystal clear with unemployment at about 15% in WV and 44% for colored youth and 25% for white youths. This state and national economic system is not able to provide such jobs. The Reagan administration is running wild with space age, star wars, and military and defense contracts, so many and so big that controls have been lax while taxpayers are buying ash trays for $100 each and bolts, nuts, washers and screwdrivers for $40 each. Congress has been brainwashed into approving safety for this nation to the tune of a 2 trillion debt at 8% interest while at the same time reducing the standard of living of the middle and working class by tightening of black lung, food stamps, social security, veteran's benefits, labor contracts, etc. Congress helps themselves and trying hard to make second class citizens out of our citizens. They have said amen to Reagan's star wars, congressional benefits, junkets and continue to vote for 2 trillion deficits that our children and grandchildren can never pay.

The great 100-year flood of November 4 and 5, is history, and people, towns and government agencies are at the mercy of politicians, both state and national. Think of all the laid-off coal miners. If the government and politicians

Continued On Page 12



Mike Ross Gas and Oil Coalton



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If you are interested in Gas and Oil and need 1,000 acres blocked up Mike Ross can help you. If you are from any of the 18 Latin American Countries and have gas and oil acreage for sale, Mike Ross will buy, sell or help you block up acreage for drilling or selling.



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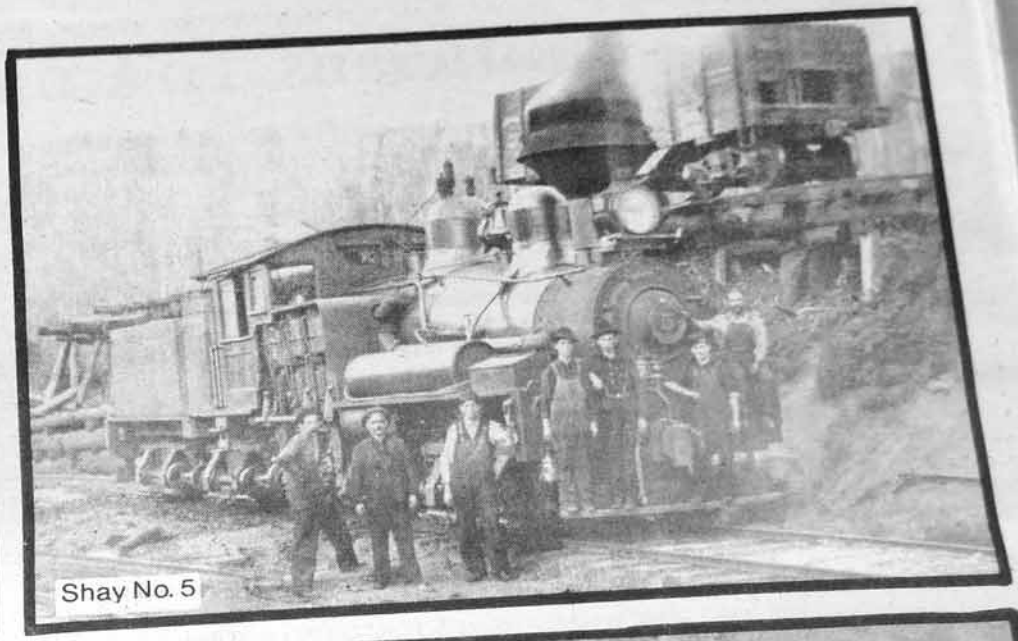
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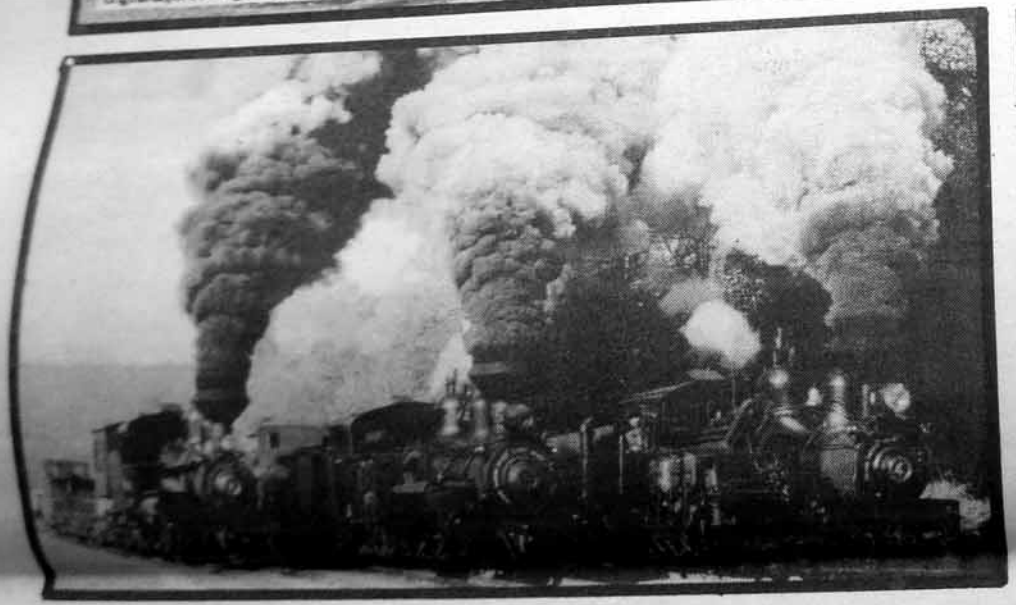
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End of the line—Winterburn. This depot served the adjacent towns of Thornwood and Winterburn. The photograph shows the original depot building at this station. PCHS 1100



Shay No. 5





SHAY ENGINE Number 5 at Cass Station. Cass Scenic Railroad, Cass, West Virginia

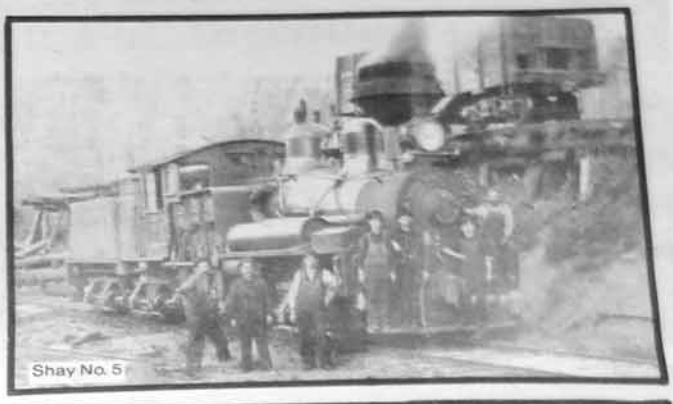




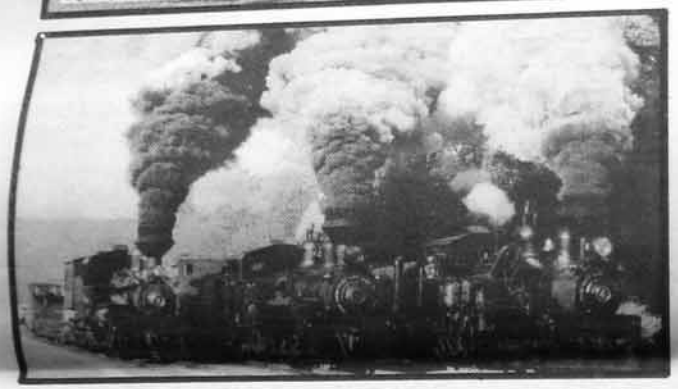
Meadow River Lumber #5 (c/n 3247, 11-31-23) with a woods train near Rainelle, WV. The tower skidder and loader



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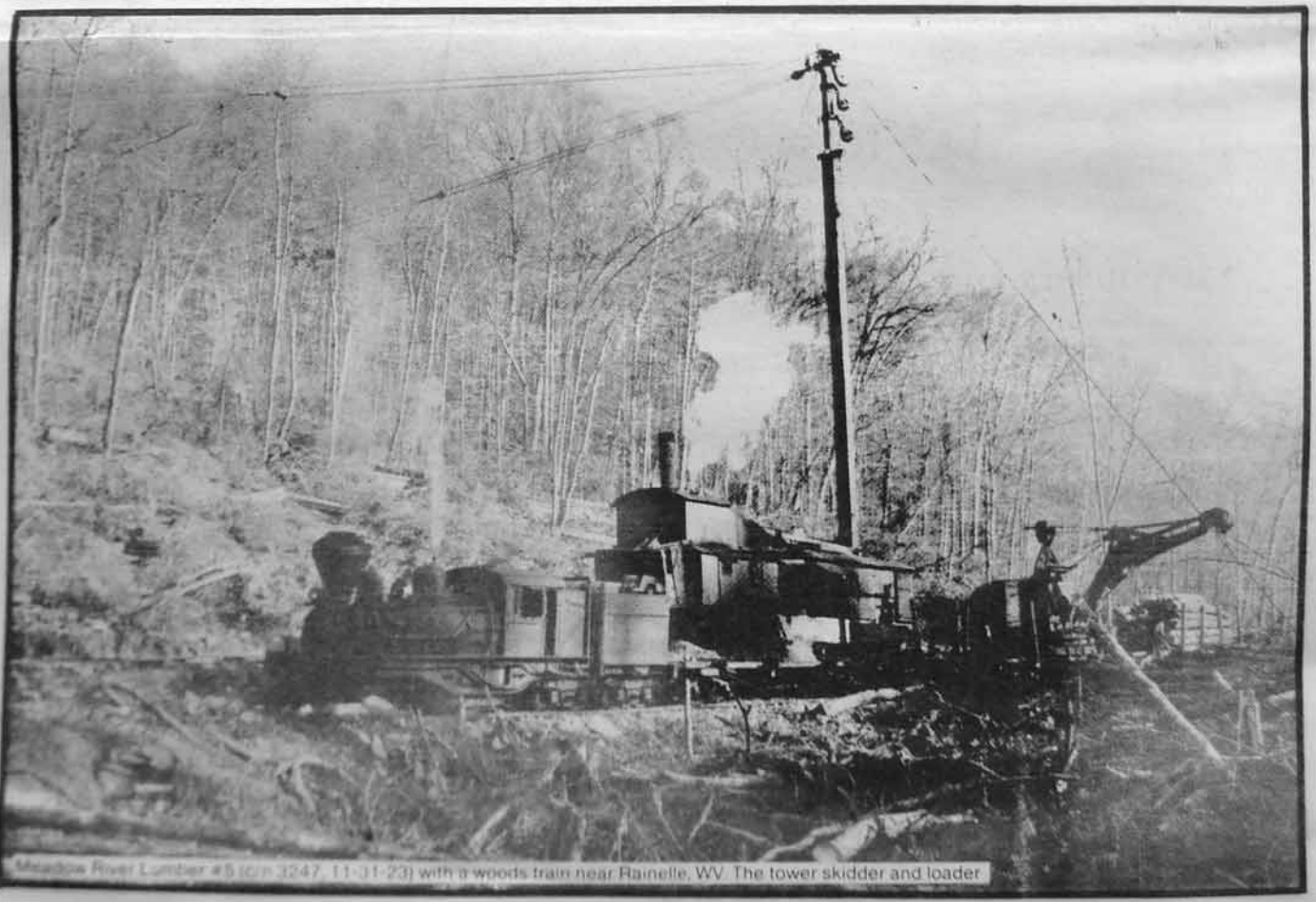


Shay No. 5





SHAY ENGINE, Number 9 at Cass Station, Cass Scenic Railroad, Cass, West Virginia



Meadow River Lumber #5 (C/N 3247, 11-31-23) with a woods train near Rainelle, WV. The tower skidder and loader

Coldest And Highest

Having spent part of the past two months in Cass, WV and on occasions taking time out from work to sit on the front porch of the old Company Store, which at one time was one of the biggest in the state and kept about anything you wanted, one hears the whistle of old No. 4 Shay engine purchased from Birch Valley Lumber Company, Tioga, WV and now used at Cass as a remembrance of old logging days and as an excursion train for people from all over the U.S. and foreign countries. At the present time, old No. 4 serves as a training engine, training some young men as future engineers for the Cass Scenic Railroad when it is completed to Bald Knob. The No. 7 Shay engine, which recently visited the Mountain State Forest Festival, was purchased by the Natural Resources Department from Meadow River Company, Rainelle, WV. Shay No. 5 and No. 1 are two of the original engines left from the Mower Lumber Company. Number 5 is in operation and No. 1 is being completely overhauled and will be ready for service by June of 1967. Shay No. 1 was the last engine to Bald Knob in 1961 with Wally Barron and other state officials aboard during the process and buying of the Cass Project by the State of West Virginia.

Sitting on the store porch, one hears wild tales of Thornt Hennings and Big John Cochran, as well as many others. Somehow they remember more about dances, fist fights, murders, and jails than about how many thousand feet of lumber was sawed in 24 hours (242 M feet). They all remember certain railroad wrecks and snow storms and about all of them have been in the town of Spruce in its heyday, propulate 500 in 1914, boarding house, post office, school and Dr. Coffer and his pill bag and motor car.

Mr. Walter Good, railroad engineer on the Spruce line from 1927 until 1960, can give you as much or more information as anyone in Cass. In fact, he was the engineer for No. 1 to Bald Knob when the politicians and Mr. Barron took the last ride. He recalls a wreck on the run around in Spruce with a 700 Malley belonging to the Western Maryland. He was running Shay No. 12, reversing the bar. The 700 hit him again. Shay No. 12 was never run anymore. He said it was really sad to see such a good engine be cut up for junk, as the Mower Lumber Company Engines Nos. 2, 3, 8, 9, 10, 11, and 13 got the same treatment later on. He stated to me that he had a Shay engine off the track as many as 12 times in one day.

As you know, Mower Lumber Company had their own shop (still in operation) and made all their own parts out of stock steel. On a tough repair job there was no one like John Lowery. He would whittle a pattern for the piece out of wood, then go to the shop and with the help and advice of others, would cast the piece out of steel.

The present railroad known as the Cass Scenic Railroad, was a really busy place from 1906 to 1913. Shay engines No. 12 and 13 (150 ton) were used exclusively on the eight mile being rebuilt making two and sometimes three trips in 24 hours. The C&O from Roncervert to Durbin took 100 cars of lumber, pulp and tanned bark, from Cass almost every day to Covington, Virginia and Luke Lake, Maryland. Mr. Good, who was one of the engineers on this run for years remembers the old supply car and tried to keep it with him as much as possible. There were so many people trying to travel from Spruce to Cass, it was dangerous riding on the log cars. Thirteen were all they could haul and get through the switch backs and they used a brakeman for every two cars. He said the supply car and log cars were overloaded with berry pickers in the summer and an awful lot of hunters during the fall and winter.

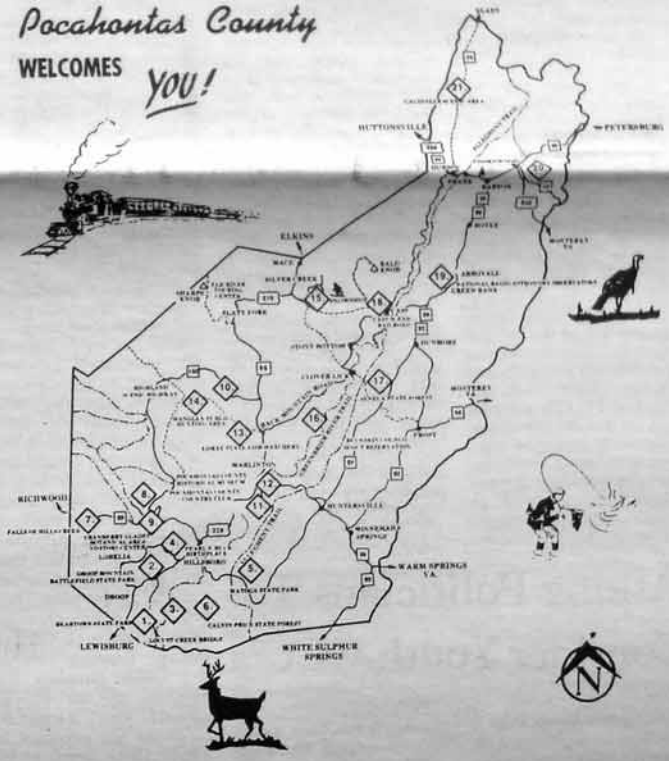
Mr. Good's wife, still living in Cass, ran the last boarding house at Spruce or Cheat Junction from 1941-1946, and that was the last of the buildings at Spruce. Cheat Junction was the railroad junction between Slaty Fork and Elkins. The steam Malley of the Western Maryland Railroad stopped for water, coal and orders. It was an enjoyable place for railroad workers to relax and assemble history of railroad wrecks, snow-storms, and tall tales of hunting and fishing in that area. Mrs. Good tells a true story of a snow storm which is hard to believe, but elements of the same storm were here in Webster Springs. Our very own people of this town were without water and electricity for one week and people from Upperglade and other parts of the country were sidelined in Webster Springs from 2 to 5 days. The time was December 7, 1944. Although I was in Germany at that time, I recall talking to many of our citizens about their conditions during that particular week of by-gone history. Mrs. Good said it started snowing at 6 a.m. December 7, 1944 and snowed 36 inches by 11:30 a.m. It kept on snowing for a week and they kept keeping records. In three days it was up to the windows on the second floor of the boarding house. Mr. Good told me that they put two and three railroad engines together to plow the snow off the tracks. Mr. Good ran the lead engine and the snow came in the window of the engine so badly they had to stop and shovel the snow out of the cab. Mrs. Good said that during the snow storm they always had telephone connections with Elkins. The did run out of a lot of items to eat and had to bake biscuits three times a day. It was an experience of a lifetime. She only had bed room for 14, and was stuck with 20, men and 2 women, and had to scratch the bottom of the barrel for food. It lasted for a full week and they all made it out in fine shape. From the talk on the front porch of the old Company Store of the Mower Lumber Company comes many a good story. How well they are appreciated by the younger generation and the public is unknown. One thing for sure comes to your mind when you mention Spruce, it surely is the coldest and highest place in West Virginia.

A Trip To Bald Knob

Some two weeks ago, I grabbed my hat and coat and headed down through Randolph, Pendleton, Grant, Hardy, Hampshire, and Jefferson counties toward Baltimore to talk with a Mr. Liliac, vice president of the Western Maryland Railroad in reference to a possible tourist train out of Webster Springs to Spruce, to Elkins, and possible connections with the Cass Scenic Railroad. The 1.2 mile linking tract would connect the Cass Scenic Railroad, the Western Maryland, and the C&O and make service available to tourists that is unbelievable. If this should become a reality instead of a dream, West Virginia could be the greatest tourist attraction of all the states in the nation.

I talked with Mr. Liliac, who gave me only little encouragement, however, he did listen to my story, and agreed to let us take a look first hand. We were granted permission to take a couple of railroad motor cars on August 14, 1970 from Webster Springs to Spruce, through the scenic wonderland from Bergoo to Slaty Fork, to Spruce. We were honored to have Mr. Utterback, trainmaster of the Elkins branch, as one of our drivers. We were accompanied by State Senator Mr. Carl Gainer, who is also Senate Chairman of the Natural Resources Committee, and Mr. Bob Phillips, his Republican opponent for the upcoming election on November 3, 1970. The young, energetic teacher from the local Webster Springs High School, Mr. Leroy Crislip, was with us as photographer, and he is a real good one. His pictures, on this trip, will be a credit to Webster County citizens for the next generation. We were fortunate in the services of Mr. Phillip Bagdon of Alexandria, Virginia, an employee of Jim Comstock's and the "Hillbilly". This young man is just starting in journalism and his first year as a writer, photographer, and newspaper man. He was highly

Continued On Page 8



Pardee-Curtin Lumber

Continued From Page 6

about anything that you could ask for. The warehouse in Bergoo was equal to a large wholesale house. Potatoes and many food items were bought in carload lots.

The Pardee Curtin Store had many good store managers under Mr. Orkney: Doy Brannon, Parcoal; Brack Davis, Parcoal; L.B. Robinson, Bergoo; George Barnett of Camden on Gauley, Bergoo. The Curtin stores were considered among the best of company stores in the state of West Virginia.

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We are proud Curtin sent us Grant Winkler, who works for the State Road, George Crislip, our banker, his wife, a teacher in the local high school, and many others in all walks of life. I wish for the Pardee Curtin Lumber employees of bygone years, and present day employees, many years of good health and success.

P.S. Put a copy of this story in the attic or under the bed, and forget all the mistakes. I write once a week and perfection is a bad word to me.



Coldest And Highest

Having spent part of the past two months in Cass, WV and on occasions taking time out from work to sit on the front porch of the old Company Store, which at one time was one of the biggest in the state and kept about anything you wanted, one hears the whistle of old No. 4 Shay engine purchased from Birch Valley Lumber Company, Tioga, WV and now used at Cass as a remembrance of old logging days and as an excursion train for people from all over the U.S. and foreign countries. At the present time, old No. 4 serves as a training engine, training some young men as future engineers for the Cass Scenic Railroad when it is completed to Bald Knob. The No. 7 Shay engine, which recently visited the Mountain State Forest Festival, was purchased by the Natural Resources Department from Meadow River Company, Rainelle, WV. Shay No. 5 and No. 1 are two of the original engines left from the Mower Lumber Company. Number 5 is in operation and No. 1 is being completely overhauled and will be ready for service by June of 1967. Shay No. 1 was the last engine to Bald Knob in 1961 with Wally Barron and other state officials aboard during the program and hoisting of the Cass

many thousand feet of lumber was sawed in 24 hours (242 M feet). They all remember certain railroad wrecks and snow storms and about all of them have been in the town of Spruce in its heyday, propulate 500 in 1914, boarding house, post office, school and Dr. Coffer and his pill bag and motor car.

Mr. Walter Good, railroad engineer on the Spruce line from 1927 until 1960, can give you as much or more information as anyone in Cass. In fact, he was the engineer for No. 1 to Bald Knob when the politicians and Mr. Barron took the last ride. He recalls a wreck on the run around in Spruce with a 700 Malley belonging to the Western Maryland. He was running Shay No. 12, reversing the bar. The 700 hit him again. Shay No. 12 was never run anymore. He said it was really sad to see such a good engine be cut up for junk, as the Mower Lumber Company Engines Nos. 2, 3, 8, 9, 10, 11, and 13 got the same treatment later on. He stated to me that he had a Shay engine off the track as many as 12 times in one day.

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As you know, Mower Lumber Company had their own shop (still in operation) and made all their own parts out of stock steel. On a tough repair job there was no one like John Lowery. He would whittle a pattern for the piece out of wood, then go to the shop and with the help and advice of others, would cast the piece out of steel.

The present railroad known as the Cass Scenic Railroad, was a really busy place from 1906 to 1913.

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Pardee-Curtin Lumber

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Shay engines No. 12 and 13 (150 ton) were used exclusively on the eight mile being rebuilt making two and sometimes three trips in 24 hours. The C&O from Roncervert to Durbin took 100 cars of lumber, pulp and tanned bark, from Cass almost every day to Covington, Virginia and Luke Lake, Maryland. Mr. Good, who was one of the engineers on this run for years remembers the old supply car and tried to keep it with him as much as possible. There were so many people trying to travel from Spruce to Cass, it was dangerous riding on the log cars. Thirteen were all they could haul and get through the switch backs and they used a brakeman for every two cars. He said the supply car and log cars were overloaded with berry pickers in the summer and an awful lot of hunters during the fall and winter.

Mr. Good's wife, still living in Cass, ran the last boarding house at Spruce or Cheat Junction from 1941-1946, and that was the last of the buildings at Spruce. Cheat Junction was the railroad junction between Slaty Fork and Elkins. The steam Malley of the Western Maryland Railroad stopped for water, coal and orders. It was an enjoyable place for

days it was up to the windows on the second floor of the boarding house. Mr. Good told me that they put two and three railroad engines together to plow the snow off the tracks. Mr. Good ran the lead engine and the snow came in the window of the engine so badly they had to stop and shovel the snow out of the cab. Mrs. Good said that during the snow storm they always had telephone connections with Elkins. The did run out of a lot of items to eat and had to bake biscuits three times a day. It was an experience of a lifetime. She only had bed room for 14, and was stuck with 20, men and 2 women, and had to scratch the bottom of the barrel for food. It lasted for a full week and they all made it out in fine shape. From the talk on the front porch of the old Company Store of the Mower Lumber Company comes many a good story. How well they are appreciated by the younger generation and the public is unknown. One thing for sure comes to your mind when you mention Spruce, it surely is the coldest and highest place in West Virginia.

A Trip

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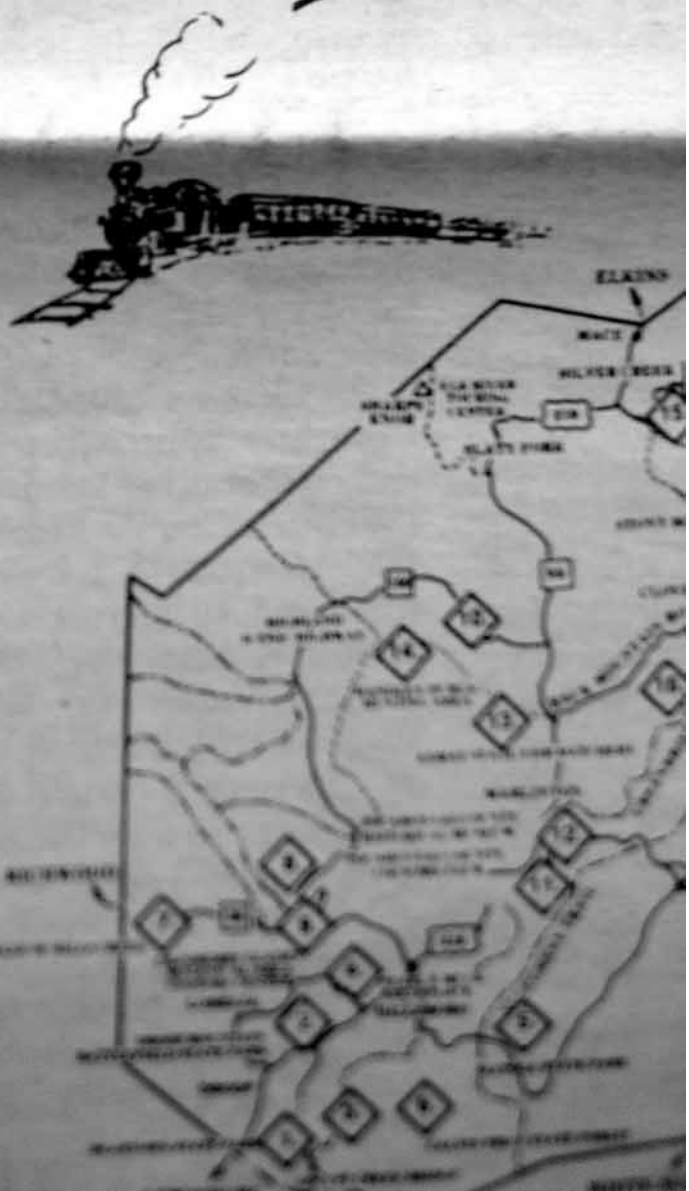
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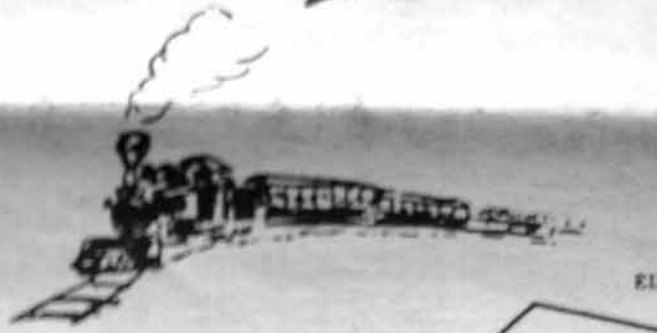
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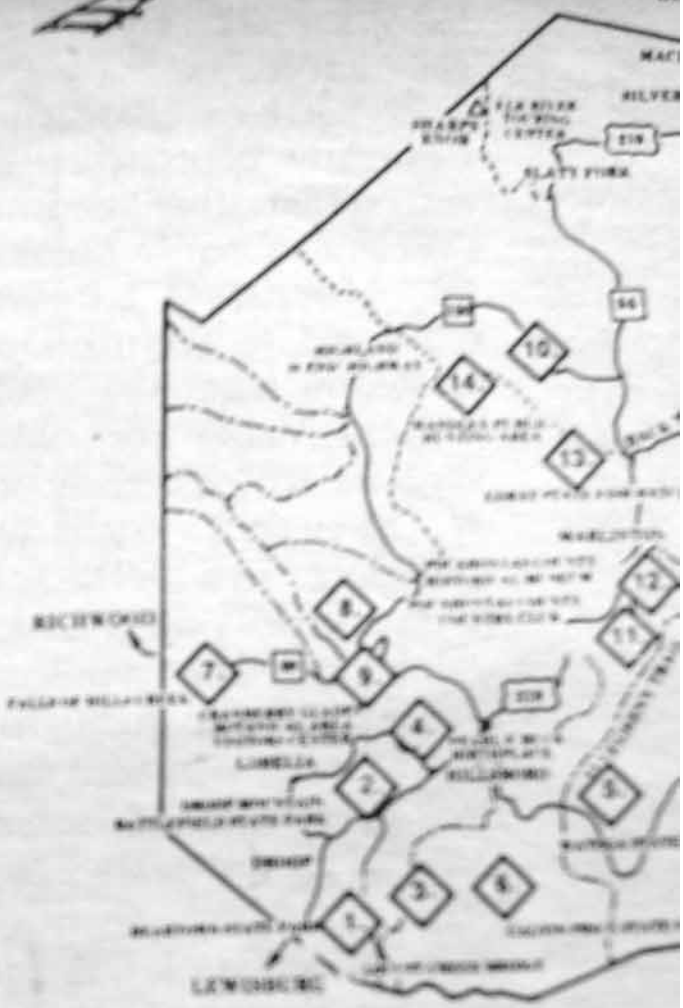
Pocahontas County

WELCOMES *YOU!*



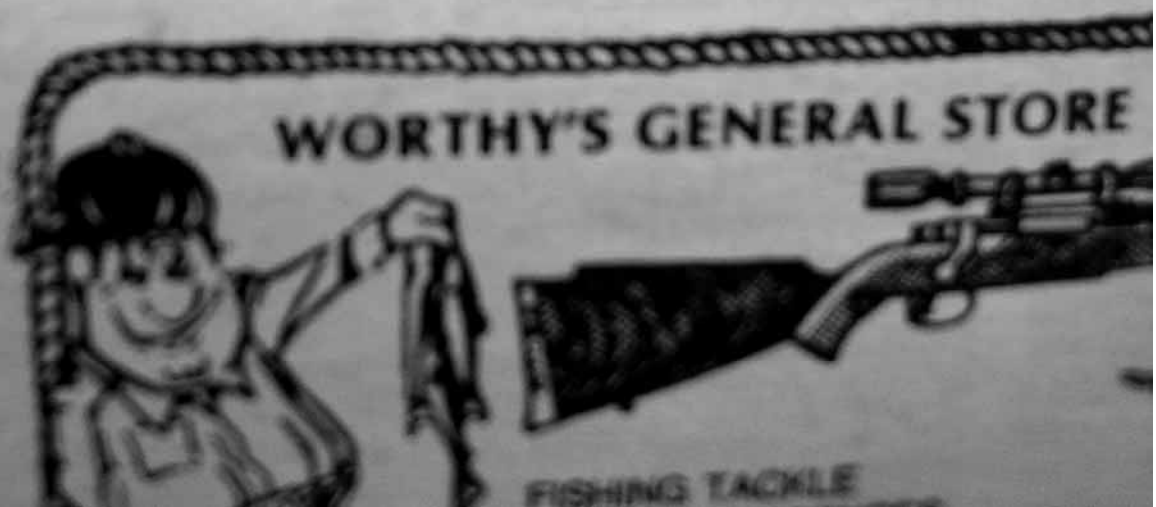
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WORTHY'S GENERAL STORE



FISHING TACKLE

A Trip To Bald Knob

Some two weeks ago, I grabbed my hat and coat and headed down through Randolph, Pendleton, Grant, Hardy, Hampshire, and Jefferson counties toward Baltimore to talk with a Mr, Liliac, vice president of the Western Maryland Railroad in reference to a possible tourist train out of Webster Springs to Spruce, to Elkins, and possible connections with the Cass Scenic Railroad. The 1.2 mile linking tract would connect the Cass Scenic Railroad, the Western Maryland, and the C&O and make service available to tourists that is unbelievable. If this should become a reality instead of a dream, West Virginia could be the greatest tourist attraction of all the states in the nation.

I talked with Mr. Liliac, who gave me only little encouragement, however, he did listen to my story, and agreed to let us take a look first hand. We were granted permission to take a couple of railroad motor cars on August 14, 1970 from Webster Springs to Spruce, through the scenic wonderland from Bergoo to Slaty Fork, to Spruce. We were honored to have Mr. Utterback, trainmaster of the Elkins branch, as one of our drivers. We were accompanied by State Senator Mr. Carl Gainer, who is also Senate Chairman of the Natural Resources Committee, and Mr. Bob Phillips, his Republican opponent for the upcoming election on November 3, 1970. The young, energetic teacher from the local Webster Springs High School, Mr. Leroy Crislip, was with us as photographer, and he is a real good one. His pictures, on this trip, will be a credit to Webster County citizens for the next generation. We were fortunate in the services of Mr. Phillip Bagdon of Alexandria, Virginia, an employee of Jim Comstock's and the "Hillbilly". This young man is just starting in journalism and his first year as a writer, photographer, and newspaper man. He was highly

Continued On Page 8

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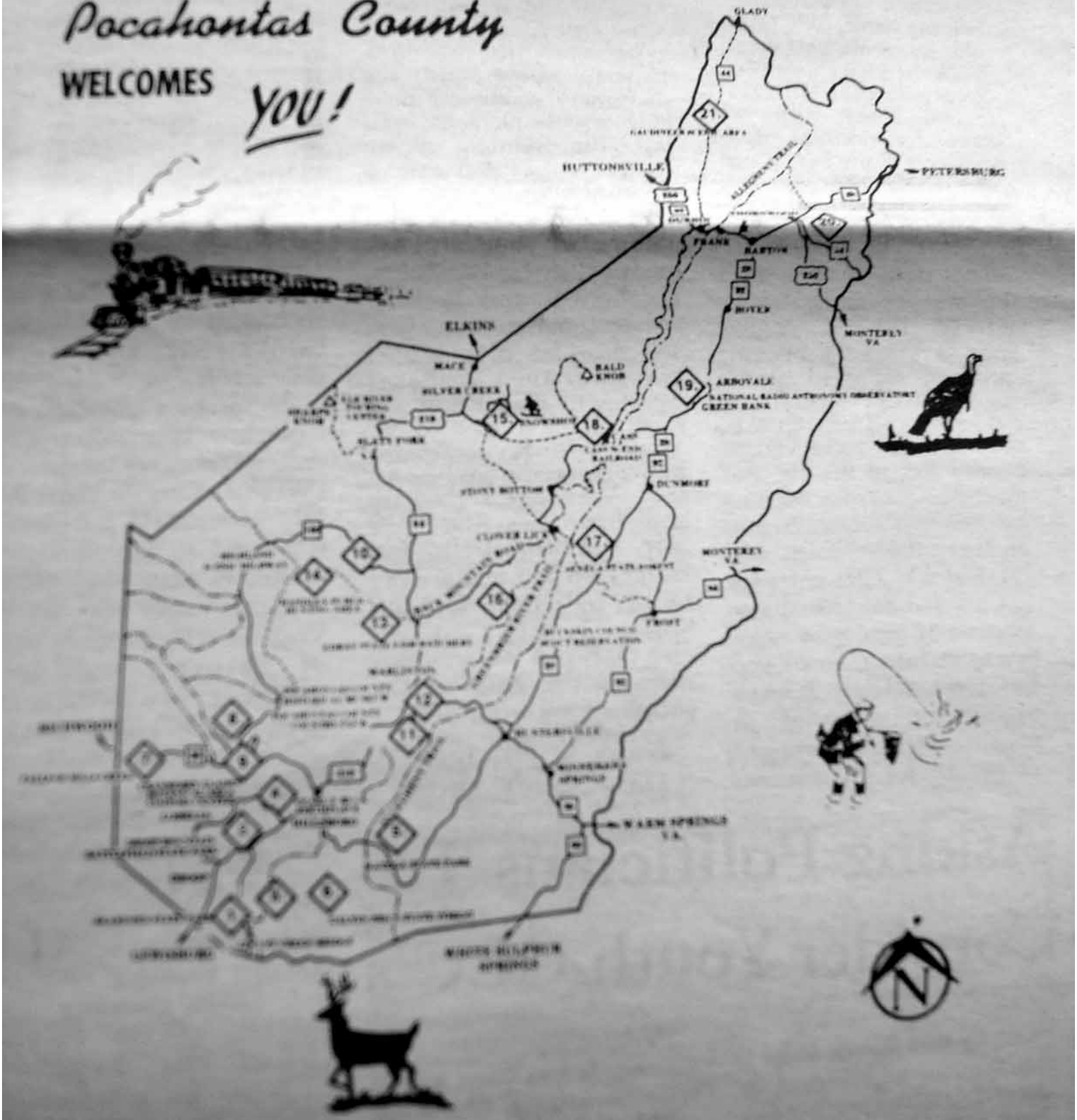
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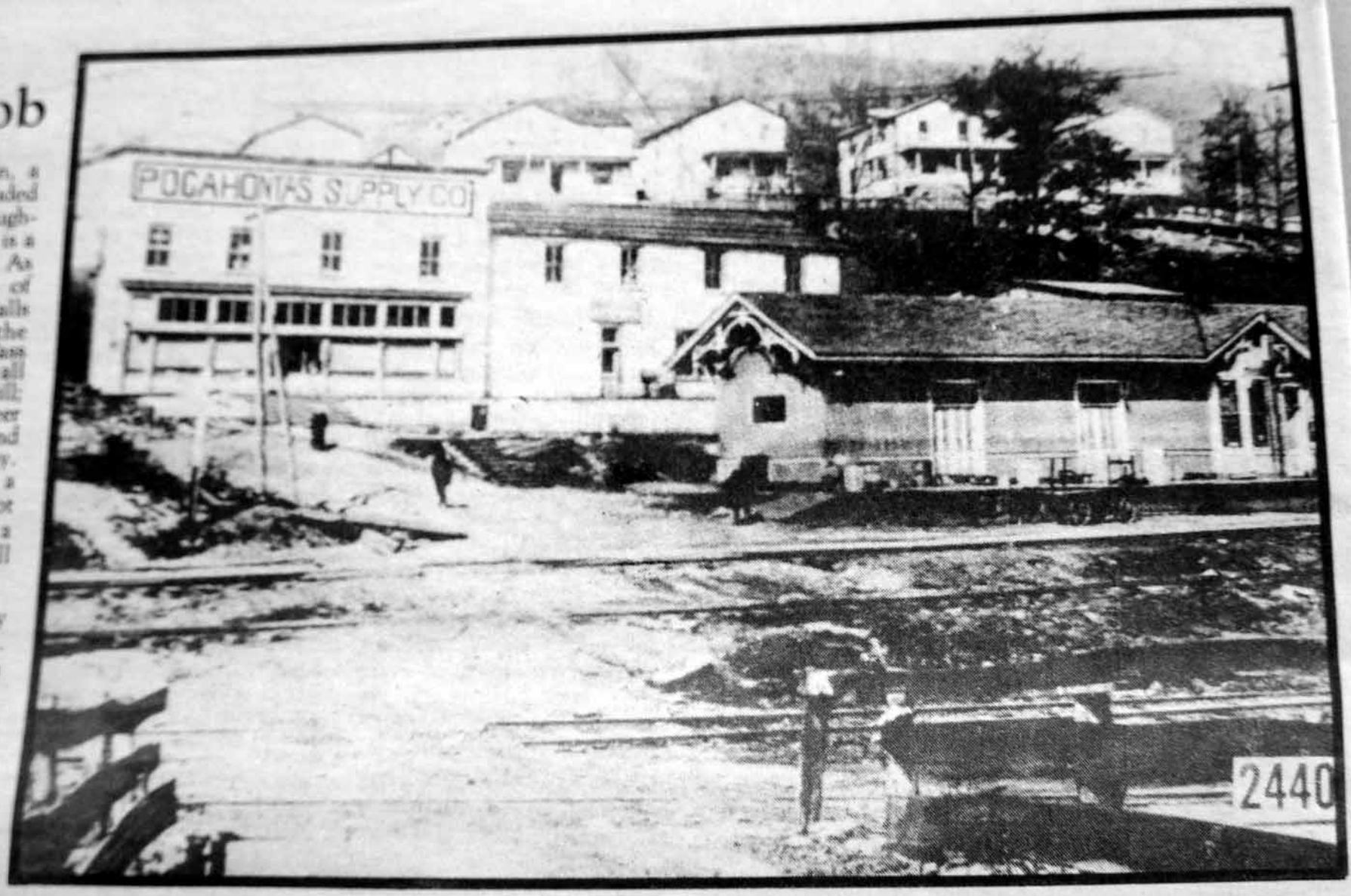


Cleveland, W. Va.
Phone 493-6414

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The South Branch Valley Of West Virginia

August 14, 1963

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less a homecoming among the friendly people who migrated to the South

Valley is one of the great farming regions of West Virginia. The poultry

A Trip To Bald Knob

Continued From Page 7
recommended by Mr. Comstock, and he is, in my opinion, one of the most classical writers on railroad history to come down the pike. His writing, on this trip, will be appearing in newspapers throughout West Virginia, and in due time, throughout the nation--providing he doesn't become a second "Sheriff" Given and let his hat go to a size number 8 and want to run for Congress or move in on the New York Times for his first full time job.

Mr. E.O. Parker, a good looking, young track supervisor was the driver of the other motor car. He is a talented, slow, easy speaking, conscientious, railroad main, who believed in carrying out his orders on time. We were busy taking pictures, stopping and looking for scenic views that this fine young gentleman will never accept another assignment for a group of slap happy tourists seeking photographers.

The Department of Natural Resources was courteous enough to lend a helping hand. One of their old, International, beat up trucks picked us up at Spruce for the journey, 1.2 miles over the old dismanded railroad of the Mowrey Lumber Company to old Spruce, and the [illegible] through the

This tourist attraction, a scenic train always loaded with people from throughout the United States, is a spectacular of wonder. As the #7, a Shay relic of logging years, almost stalls as they approach the steepest grade in the Cass Scenic Railroad Tour, all aboard experiences a thrill; a thrill which the engineer gives his customers and photographers every day. A shrill whistle, a show, a ring of smoke, a few hot cinders, all add up to a lasting memory to all aboard.

We all have certain day swe will always remember. Maybe it was a church service, a football game, election day, a lecture in high school or college, a big contract, or a fist fight with the Honorable Curt Trent, or a bad story you gave to a newspaper, or a good one you failed to get printed, but August 14, 1970 will always be a day of lasting memory with Mr. Utterback, Mr. Parker, Mr. Gainer, Mr. Crislip, and the fine young writer, Mr. Phillip Bagdon. As we regroup the words, write the story, pound the typewriter, dig through papers, notes, and the dictionary, make innumerable telephone calls, and burn the midnight oil, we receive no pay and little or no local help.



The So

August 14, 19

During the launching and contracting busi period of years have the mem elephant, the Job, and the dream with hopes that

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The train loaded with tourists, belching smoke through the tall spruce, amid a stack of clicking cameras, emerged under the Rock Spectacular and Bald Knob sign hanging to the locust trees some twenty feet in the air (put there one Saturday evening by "Sheriff" Givein and brother, R.K. Given and Pat Elsick). This entrance to Cass and Bald Knob was a dream of beauty by some young architect, employed by Grief and Daily. It was a monument of grief in construction, a paramount of beauty for the tourist.

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You can do little or nothing by yourself. I ask the people of Randolph, Pocahontas, and Webster to help themselves and help sell the idea of a tourist train from Webster Springs to Bald Knob and from Elkins to Bald Knob. We have to do sopethings in Webster Springs besides talk. We need a road up and down Elk River, the Salt Sulphur Wells and Baths restored and a daily tourist train from Webster Springs to Bald Knob. No one man can do anything without the help of the people...I ask your help!

Sincerely,
D.P. "Sheriff" Given



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Asking Politicians To

by "Sheriff" Given and brother, R.K. Given and Pat Elsick). This entrance to Cass and Bald Knob was a dream of beauty by some young architect, employed by Grief and Daily. It was a monument of grief in construction, a paramount of beauty for the tourist.

and down Elk River, the Salt Sulphur Wells and Baths restored and a daily tourist train from Webster Springs to Bald Knob. No one man can do anything without the help of the people...I ask your help!

Sincerely,
D.P. "Sheriff" Given

Asking Politicians To Consider Youth-CCC's

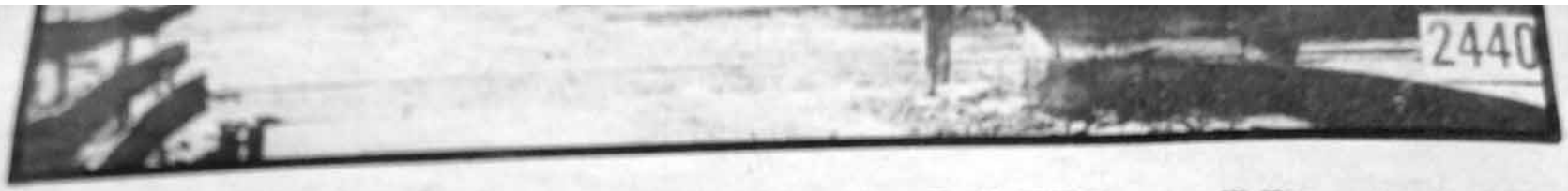
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are human and logical, it would appropriate money and put all these unemployed people to work, rebuilding the flood towns of WV. However, it is not clear that the federal government is not going to furnish the appropriate help, much less provide jobs on the mass scale as the WPA, CCC's and NYA in the 30's. This is what we need and should have.

This year, 1985, has seen Sheriff Given attending CCC reunions, talking, writing, begging for the CCC's and accomplishing. I

youths. It has been a new style of writing, like steak sauce poured over my fountain pen; like ketchup, mustard or lettuce on the burger. It isn't so, writing style is a dish by itself. (Jim Comstock — WV *Hillbilly*).

A good cook knows how to combine cooking elements in the right amount at the right time with the right temperature, so this writer and citizen has strived to match words and sentences to put the politician in the mood to consider my theme of CCC's floods, and WV unemployment.



The South Branch Valley Of West Virginia

August 14, 1963

During the process of launching and running a contracting business over a period of years, one must have the memory of an elephant, the courage of Job, and the desire to dream with imaginary hopes that he can eventually accomplish something for the well-being of his county, state and nation that could be recorded in the history books for the next generation.

As Given Construction Company approaches the end of another contract (Webster County Memorial Hospital), I was requested to recruit some plasterers from the South Branch Valley of West Virginia, which is truly one of nature's outdoor splendors. So with the help of my little yellow truck which has the windows broken, I was furnished with a breeze that told me I had been missing something in all the years I had been traveling through Virginia tags and they were state cars—probably some political parasite sponging a night's lodging.

At 11:30 p.m., I found myself on a moonlit night driving down the Canaan Valley on State Route No. 32 to Harman. There was no traffic and my memory drifted back to recent news releases of millions of dollars for the development of a tourist mecca for that particular area. I remember a few years back when we were building the school at the mouth of Seneca—I took the same ride in December during deer season and there seemed to be a tent pitched in every bend of the road with native citizens in quest of a deer. I drove real slow down the Allegheny Mountain to be sure of identification of a spot where a tractor trailer had wrecked and disposed of a trailer load of Campbell's Soup and well remembered a few young boys seven or eight years old talking about the less a homecoming among the friendly people who migrated to the South Branch Valley.

Yesterday's sounds and today's in the unique South Branch of West Virginia, the sportsman's paradise, is 100 miles from city living. Yesterday's sounds were those of the fire crackling with smoke signals from the Senecas or Cherokees, and the Indian "wa" cry, along with the yelps of the dying wildcat just pierced from the flint of the stone carved from the rock formations you now see as you roll merrily through the historic valley with a high powered engine at your fingertips listening to the commentators' talk about the destruction of the world.

Today the South Branch Valley is one of the great farming regions of West Virginia. The poultry convention (Chicken Pluckers) held yearly at Moorefield gives you a new look at industry. Poultry in the South Branch is big business and the Poultry Festival in Moorefield is a way of telling West Virginia their life story, their customs and traditions.

The Valley remembers the McNeill Rangers; shares its old style homes; displays its primitive antiques and civil war relics in the Petersburg Museum. Beauty is in the South Branch Valley; unique Smoke Hole and Seneca Caverns, and Lost River State Park. It is a great place for sight-seeing and city sick vacation seekers.

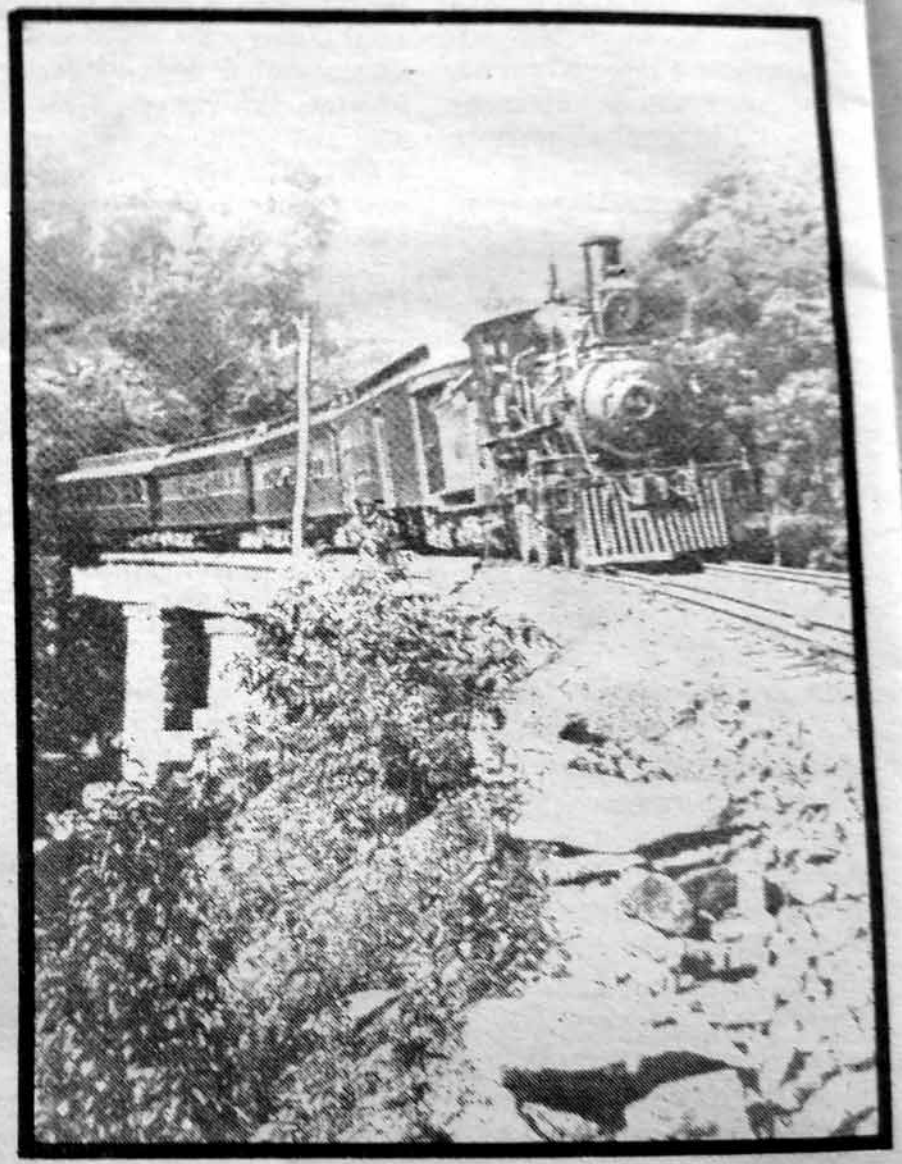
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during deer season and there seemed to be a tent pitched in every bend of the road with native citizens in quest of a deer. I drove real slow down the Allegheny Mountain to be sure of identification of a spot where a tractor trailer had wrecked and disposed of a trailer load of Campbell's Soup and well remembered a few young boys seven or eight years old talking about the "Lassie" show and the different types of soup they had never tasted before. That was some 10 years ago—those same young men are now married, in Uncle Sam's Army, or students in some college or university in preparation for the hard struggles of life for the next 40 years.

I slipped silently by the Mouth of Seneca viewing the rocks by moonlight which gives you the feeling "Indians" are still there watching every move you make. I drifted along the South Branch Valley carved through rocks of unique beauty into historic Petersburg where the Tri-County Fair (Hardy, Grant, and Pendleton) is held annually and is more or

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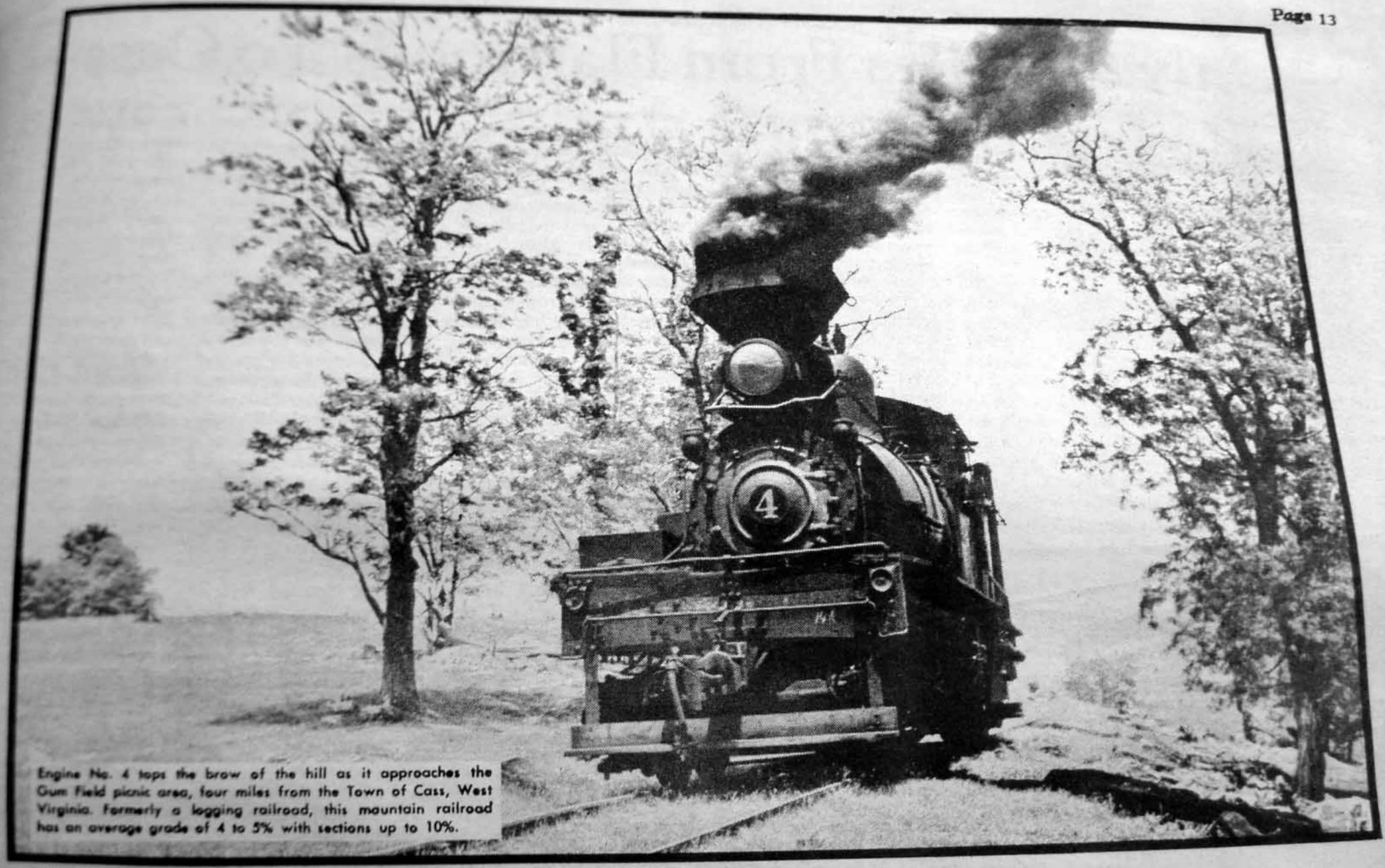


Today the South Branch





South Branch Valley Of West Virginia



Engine No. 4 tops the brow of the hill as it approaches the Gum Field picnic area, four miles from the Town of Cass, West Virginia. Formerly a logging railroad, this mountain railroad has an average grade of 4 to 5% with sections up to 10%.

What A Ride!

...Webster Springs... ...Airy, three miles to Slaty ... ready for ou...

What A Ride!

Leave Webster Springs May 4, for the tailend of a history making train ride with a 100 ton Heisler #6 engine borrowed from the Natural Resources Department and the Cass Scenic Railroad on our maiden runs of the Webster-Randolph Scenic Railroad. We are now on the return trip from Slaty Fork by way of Cheat Junction to Durbin and the interchange to the Chesapeake and Ohio Railroad and our final destination—Cass, with their famous switchbacks and 12½ miles of steep grades and unequaled cool summertime weather, caves and outstanding scenery. We had just completed on Saturday and Sunday, May 1 and 2, the maiden runs of the Webster-Randolph Scenic Railroad with a sell-out crowd six weeks in advance. A fantastic short ride on Friday, April 30, by 2700 school children and teachers, the black billows of smoke, the whistle, the bell—a recreation of the 19th century transportation system.

The town was spruced. The local people had spent much time and many hours and was well organized for the big day when we could say, "Welcome aboard the 'Salt Sulphur Special'."



(name selected because of our famous water.) A seven car newly painted, clean, distinctive open car tourist train headed by the world's largest 100 ton Heisler steam engine—people clamoring for seats, many taking their very first ride behind steam, a mixed variation of passengers, newsmen, radio and television people, a sprinkle of real railroad buffs (approximately 40), civic clubbers, nature lovers, railroad executives, legislators, and state senators, all determined to have a real good time. It had been a big weekend for Webster County. The local people really had the "red carpet" out with local civic organizations presenting Webster County's statewide nature tours, with lectures, barn dances, ramp feeds, and a full three days of recreation for our out of county and out of state visitors. They had all enjoyed the train ride in many pictures and recordings of sounds of steam all along Elk River from Webster Springs to Slaty Fork. They had listened to the "best music in the world," the brass bell ringing, the whistle sounds of a "whipporwill", the dry river, an echo as you pass through a gorge or deep cut. The full steam ahead, the photo rounds, a whirling cloud of smoke and steam, cameras clicking away, a rewarding justification for Webster County and its people. Six months of hard work was made into reality.

I stop at Jimmy's Esso (a local gas station) amid congratulations and some serious doubts about future runs. The fog was so thick from Cherry Falls to Bergoo you could cut it with a knife. At the crossing one mile below Bergoo, a few white faced cattle were grazing gracefully. Only three short days ago their lives tails and heads were high in the air on the verge of stampede from the effects of the steam, black billows of smoke, and the shrill whistle of Heisler #6, for the crossing. I stopped at Horton's Store for a few fat Blue Ribbon cigars. He had sold completely out to the tourists on Saturday and Sunday.

By the time I passed the #4 mine, the fog had cleared and there were many campers and fishermen all along the river. I noticed one gentleman drinking water from a creek on the left-hand side of the road. You could now see the snow lines about half-way up the mountains. I passed a small cemetery below the road, a big buck deer was eating grass from around one of the markers, he made about six long jumps into the natural habitat or hardwood timber and his white tail vanished. I continued up Elk across the Pocahontas County line and headed across Mt. Airy, three miles to Slaty Fork. At the top of Mt. Airy, where 219 goes under the Western Maryland Railroad bridge, there is about one inch of the slickest ice I ever encountered on a highway. Two house trailers on this side of the bridge and a McCleen tractor jack-knifed on the other side. The road had been completely blocked; a state road grader, and a load of salt cleared the road and I journeyed on to the Slaty Fork Railroad yard. "Doc" Carlson had old Heisler #6, snorting, smoking, and steaming. They are shifting to the main tracks, getting ready for our homeward journey. They headed for "Cheat Junction" and stop at the end of the boarding house for water. On top of the water tank is about four tons of coal besides what is in the regular bin in preparation for our long journey to Cass.

We leave Slaty Fork at 9:35 a.m. with 200 lbs. of steam with whistles blowing everything, to full capacity. Some are in doubt whether we can make it up Mt. Airy with seven empty cars, a caboose and 13 people. Stewart Swink, a Cass brakeman, loses his pipe during the first 1,000 feet.



An old logging train and its picturesque route are now one of West Virginia's most popular attractions, carrying tourists and sightseers to lovely picnic areas high in the mountains. This view was taken on the switch backs enroute to Bald Mountain.

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An old log... now one o... tions, carry... picnic areas... taken on ... Mountain.



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—Only 86 Miles From Flatwoods To Cass—

Continued From Page 1

like Ripley's Believe It or Not. Logging, trucking and sawmilling is the chief subject. It is the social gathering place for farmers selling timber. Sometimes they go back to the horse and buggy days, cross cut saws, horses instead of bull dozers, and trains instead of trucks and tractor trailers. Cogar's Restaurant is full of hardworking, honest people and a good place to stop for a country meal at reasonable prices.

If you are interested in antiques, stop at Tommy Dobbins' Auction House. They gather every Saturday night at 7 p.m. from five counties in WV: Upshur, Lewis, Braxton, Gilmer, and Webster. It is the social event of the week, and everybody has a good time. They sell, buy and trade. They have been at it so long they are no longer amateurs. They are all business and competition to one another. A sale, a social event, a WV historical event by the real mountaineers of WV.

You pass Holly Gray Park, Braxton County's 4-H Club grounds and Braxton County's airport and home of Sutton Lions Club and Braxton County's yearly homecoming. At the upper end of the airport, you take the Dyer Hill Road to Braxton County's beautiful maroon, shell-pink red brick health center. Next you pass the Morrison United Methodist Church, black top entrance, brick patio with four picnic tables with benches, a beautiful well-kept cemetery amid an oak grove, a great setting for a country church. You journey on past the Newville Road, home of Tom Gillespie, farmer, logging contractor and a great step on the WV Midland Railroad narrow gauge passenger train, also B&O Railroad passenger train, from Clarksburg to Richwood. Next you pass the High Knob Methodist Church and cemetery built in 1890 and rebuilt in 1950--home church of Braxton County's honored citizen Wilkie Dennison of Cowen, farmer, community newspaper reporter, builder of fiddles. Although a stone's throw from the Mount Hebron United Methodist Church on the Corley-Caress Road, he hitch-hikes or walks the 1½ miles on the old Braxton Turnpike to his home church at High Knob. You pass Anderson's Taxidermy. Mr. Anderson is really a carpenter. I don't know how he ever wound up being a saviour for big game hunters. You approach Holly Junction headwaters of the Sutton Dam, where both forks of Holly come together. Six years ago, a railroad hub and busy depot when the narrow gauge passenger train out of Webster Springs made connection with the B&O passenger trains out of Richwood to Clarksburg. It is now underwater and the site is known as Kanawha Run Trading Post. A country store, where people from all over the U.S. park their boats during winter season. It is now run by Shirley and Jim Bright. This is a good place to spend the afternoon if you are a boat trader. You pass Thompson's, Holly Hole campsite. Thompson, a coal stripper and builder of Harrison County's super Bridgeport mall, is a former Webster County native. You pass the New Hope Church of Diana, a people's church paid for and erected by the citizens of Diana. When you stop at Bruffy's Store for gas and oil, you turn the corner and you are on State Routes 15 and 20, and the Webster Springs Turnpike, and Cool's Country Store, and the Diana Post Office, opposite Basil Cutlip's hometown park. Mr. Cutlip takes great pride in his job as park superintendent. You are now 26 miles on your way to the 86-mile trip to visit the Cass Scenic Railroad, and 9 miles out of Webster Springs, sometimes called Puzzle Hole because of Webster's three big mountains: Miller, Point and McGuire. You have to go downhill to get into Webster Springs and uphill to get out.

You are now 35 miles on your 86 miles to Cass. You are in Webster County, Webster Springs, county seat; 559 square miles; population less than 10,000; city population 939; Mayor Cassandra Given; a small town with down to earth people. As you enter the city and cross the Back Fork Ridge, on the left is Pat Skidmore's Service Station, across the street the WV Liquor Store and Chevrolet Garage. At the stop light is Murl's Restaurant. Turn right on 15 South is Hamrick's Restaurant and Service Station. You come back to the stop light, take State Route 20 and you are on your way to Valley Head. You pass the old Webster Springs Hotel, the bank, turn right at the Sears Roebuck Store, and you see an excellent motel with reasonable prices, the Mineral Springs Motel. On the left is City Hall, a wealth of information including a full list of high school graduate pictures of all Wesbter Springs High School, before consolidation. You turn around, come back to Sears Roebuck and stop, enter the Court House lawn, and help yourself to natural salt sulphur water, which some say tastes like rotten eggs. You continue south on 20 past the Go-Mart which serves delicious sandwiches, Charlie Skidmore's Service Station, Foodland and Jimmy's Exxon. You pass the entrance to Parcoal, Barton, Pardee & Curtin Lumber Company headquarters, then Bergoo, a well known lumber and coal town. You continue across Point Mountain, always fresh air, fog and cool nights through June, July, August and September. You stop at the country store and post office at Monterville, Gateway to Pickens, and



At Cass you can take a ride behind a very rare engine, a Heisler. It is a steam engine geared like the Shay, except it has two cylinders instead of the three the Shay has. The Heisler is used for trips to Whittaker Station and for special runs.

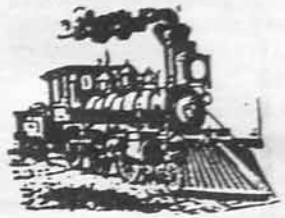
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You are now in

Continued On Page 15



Grafton





First diesel to pull coal from Webster Springs to Elkins.

—Only 86 Miles F

Continued From Page 1

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You are now 35 miles on your 86 miles to Cass. You are in Webster County, Webster Springs, county seat, 559 square miles, population [illegible] city population 989, Mayor Cassandra Given, a small town with down to earth people. As you enter the city and cross the Back Fork Ridge, on the left is Pat Skidmore's Service Station, across the street the WV Liquor Store and Chevrolet Garage. At the stop light is Murl's Restaurant. Turn right on 15 South is Hamrick's Restaurant and Service Station. You come back to the stop light, take State Route 20 and you are on your way to Valley Head. You pass the old Webster Springs Hotel, the bank, turn right at the Sears Roebuck Store, and you see an excellent motel with reasonable prices, the Mineral Springs Motel. On the left is City Hall, a wealth of information including a full list of high school graduate pictures of all Wesbter Springs High School, before consolidation. You turn around, come back to Sears Roebuck and stop, enter the Court House lawn, and help yourself to natural salt sulphur water, which some say tastes like rotten eggs. You continue south on 20 past the Go-Mart which serves delicious sandwiches, Charlie Skidmore's Service Station, Foodland and Jimmy's Exxon. You pass the entrance to Parcoal, Barton, Pardee & Curtin Lumber Company [illegible] a well known lumber and coal town. You continue across Point Mountain, always fresh air, fog and cool nights through June,

Only

Continued From Pa

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Former Reading
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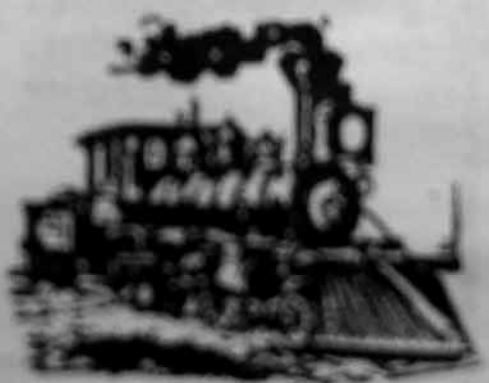
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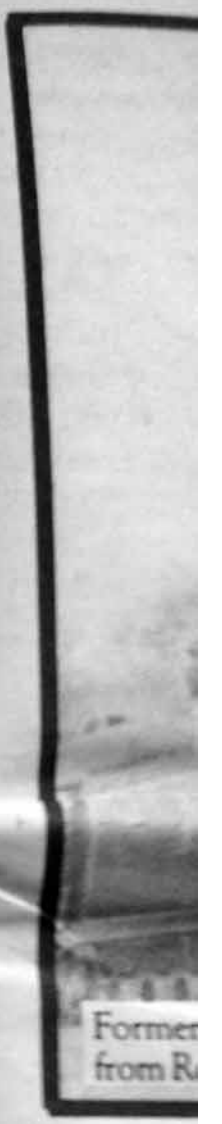


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You are now in

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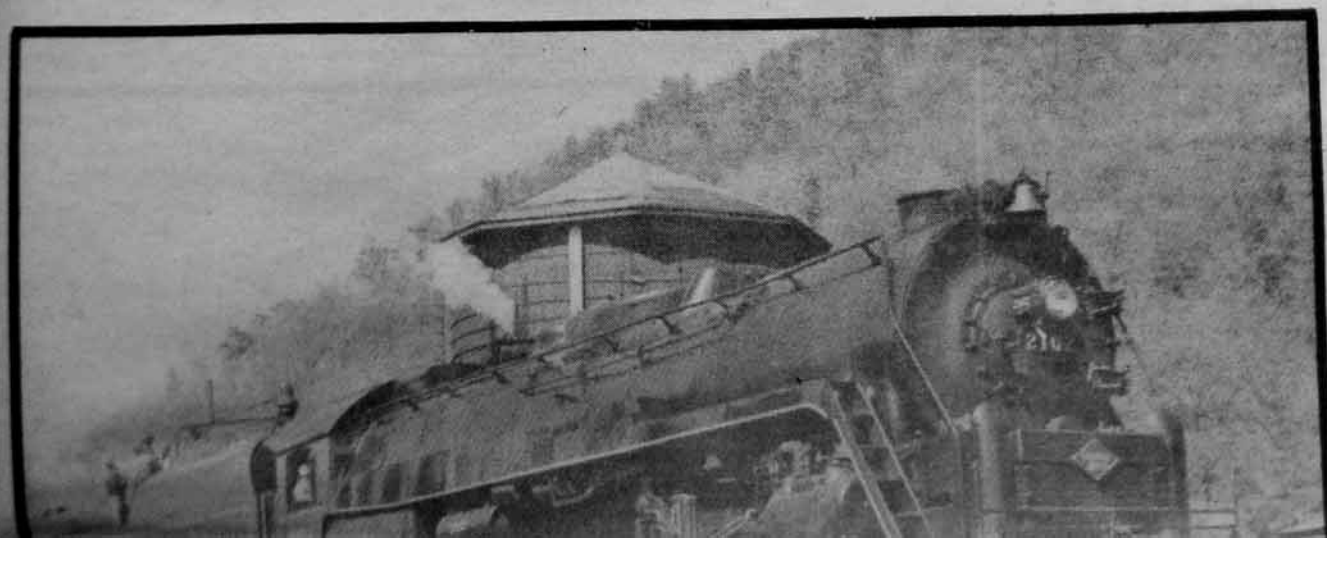
Only 86 Miles To Cass

Continued From Page 14

Randolph County, population 28, 734 and square miles 1,046.34, home of Guy Kump, great governor of 1935 and Wally Barron, 1960. How many great historical points is known nationally for the yearly state Forest Festival held yearly, the first week in October when Jack Frost has turned the leaves to brown, auburn reds, and you know winter is on its way.

You come to Valley Head, you turn south on 219 and Scenic Highway #55, one-half mile, you pass the Valley Head Restaurant, and Mingo named after the Indian tribe. A number of Indian statues are scattered throughout this area and they hold a yearly Wool Festival. You cross the famous Cheat Mountain, 11 miles to a sign pointing to Snowshoe. You stop at the Big Spring Restaurant and Store, and Ski Barn, Gateway to Snowshoe and Silver Creek ski ranges and the Cass Scenic Railroad. You take secondary route 9, ¼ mile passing the Big Spring Presbyterian Church. You will see about 10-12 horses in a field which belongs to the 152-room motel located at the Gateway to Snowshoe and Silver Creek ski ranges. A sign says Whistlepunk Inn, 6 miles, you continue on to thorny Flat Road, secondary rock base, 1/3 crossing Cheat Mountain, 7 miles to Buck Mt. Road, secondary 1½ miles to Cass. You have now completed the 86 miles from I-79 Flatwoods in Braxton County, to Pocahontas County, and Cass. You are ready to ride the Cass Scenic Railroad, which schedules, price of tickets, and other information appears in this paper.





The Country Store And Loafers Gawk!

December 29, 1965

January 1966 has rolled around and one should be writing about the history of 1965, but somehow I wander to Camp Caesar where farmers gather to butcher. I haven't been over this fall, therefore I have no fresh sausage or bacon and the liver we used to throw away. I remember the last time I helped butcher, someone asked me if I had any essence years later, I would be a member of the West Virginia Legislature, writing for newspapers, appearing on TV and radio—much less running for Congress.

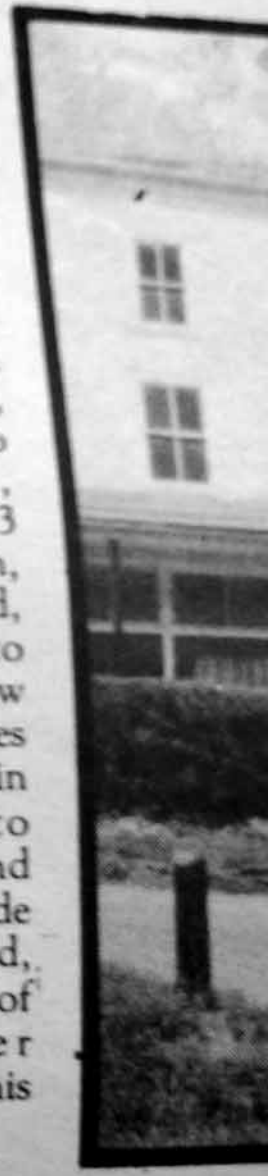
Far be it from me to try and turn back the clock. Civilized men make progress. We never stand still—we travel by 707 Boeing Jet from New York to London in eight hours. I traveled this year from

Only 86 Miles To Cass

Continued From Page 14

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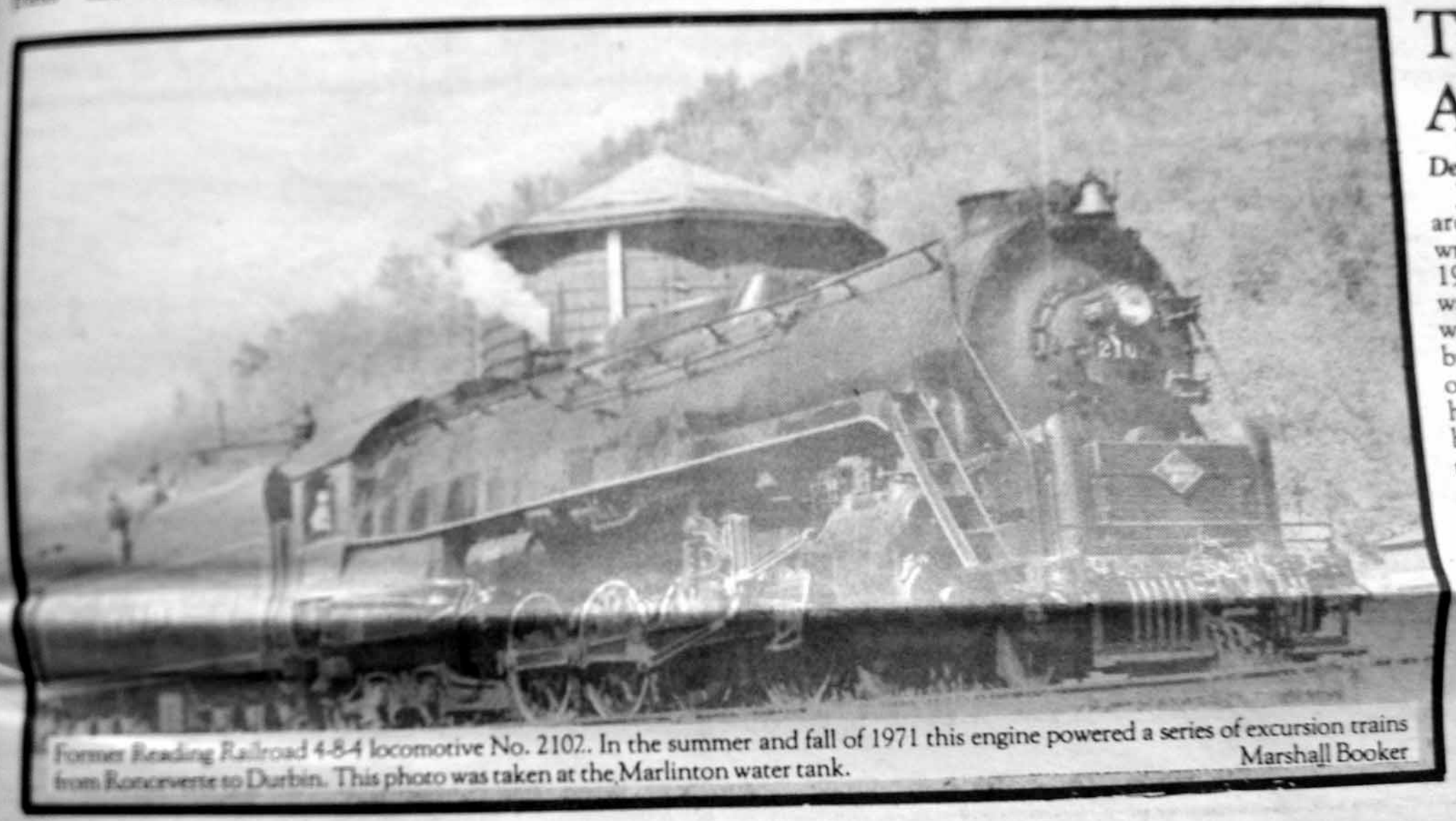


The Country Store

219 and Scenic Highway #55, one-half mile, you pass the Valley Head

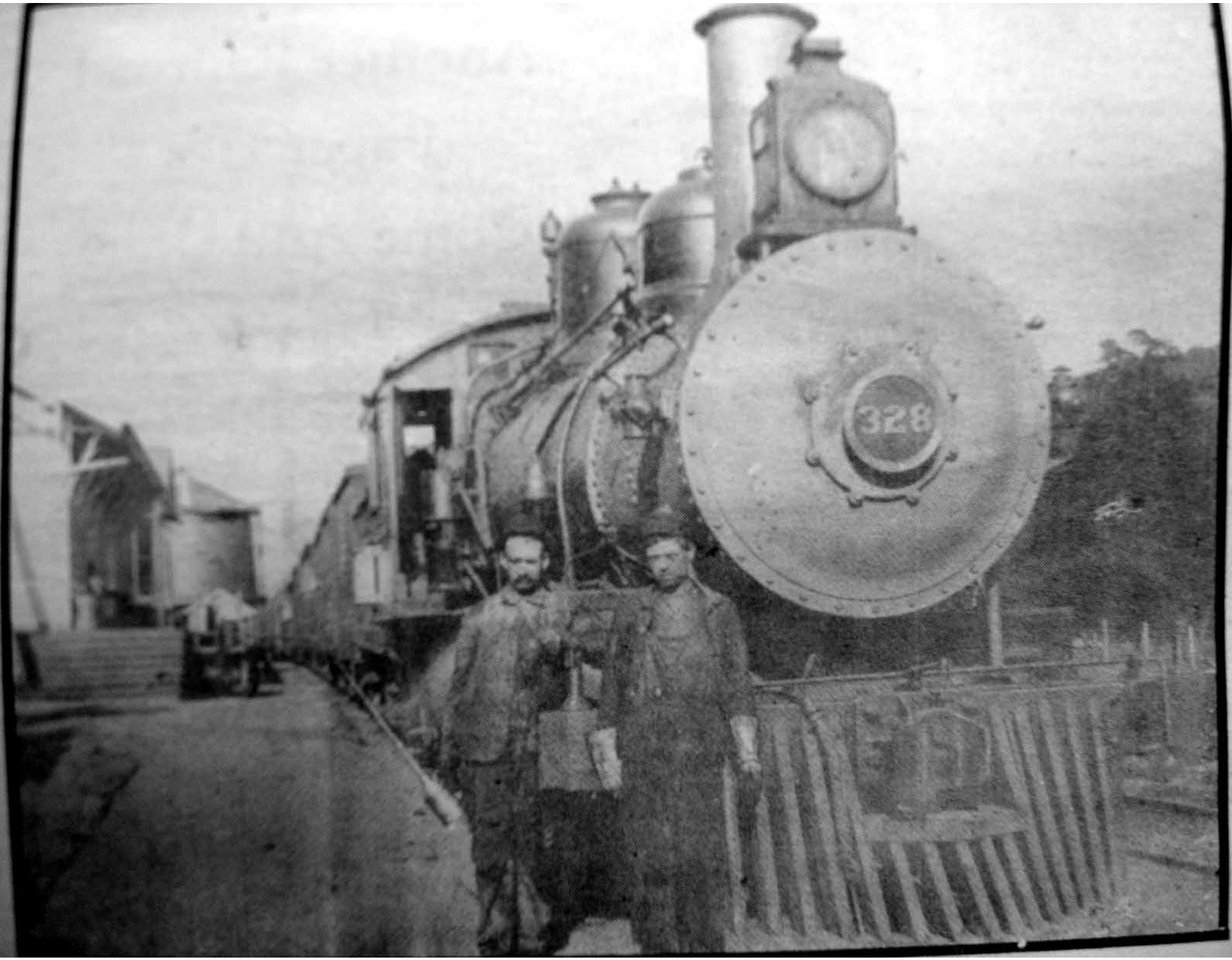
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Former Reading Railroad 4-8-4 locomotive No. 2102. In the summer and fall of 1971 this engine powered a series of excursion trains from Rotorvette to Durbin. This photo was taken at the Marlinton water tank.

Marshall Booker


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The Country Store And Loafers Gawk!

December 29, 1965

January 1966 has rolled around and one should be writing about the history of 1965, but somehow I wander to Camp Caesar where farmers gather to butcher. I haven't been over this fall, therefore I have no fresh sausage or bacon and the liver we used to throw away. I remember the last time I helped butcher, someone asked me if I had any essence (something that made coffee strong, about the size of a can of snuff, 3 for 10 cents) left from my father's general store. We had about anything you asked for, from horseshoes to salt fish and fresh spareribs. I really enjoyed the farmers. I knew which one used Smith-nut, Mail Pouch or Brown's Mule and each woman who used snuff and how they trusted me with their snuff orders. They know I wouldn't tell anyone else how much they used or what kind.

It was pleasant to serve the farmer—to take his eggs, ginseng, Mayapple—you bargained and bartered and the farmer got what he years later, I would be a member of the West Virginia Legislature, writing for newspapers, appearing on TV and radio—much less running for Congress.

Far be it from me to try and turn back the clock. Civilized men make progress. We never stand still—we travel by 707 Boeing Jet from New York to London in eight hours. I traveled this year from Charleston to Portland, Oregon in six hours. This country is on the move and that's as it should be.

The modern store today—you stand in line, grab a cart, whizbang around in a maze of groceries, filling your cart as you go—everything is already packaged. You serve as clerk and you stand in line again to pay.

The young girls are walking the streets with blue, pink, and purple hair. My, how times have changed. I think I'll get a wig—my bald head gets cold during winter.

Women wear strap- [illegible] shoes

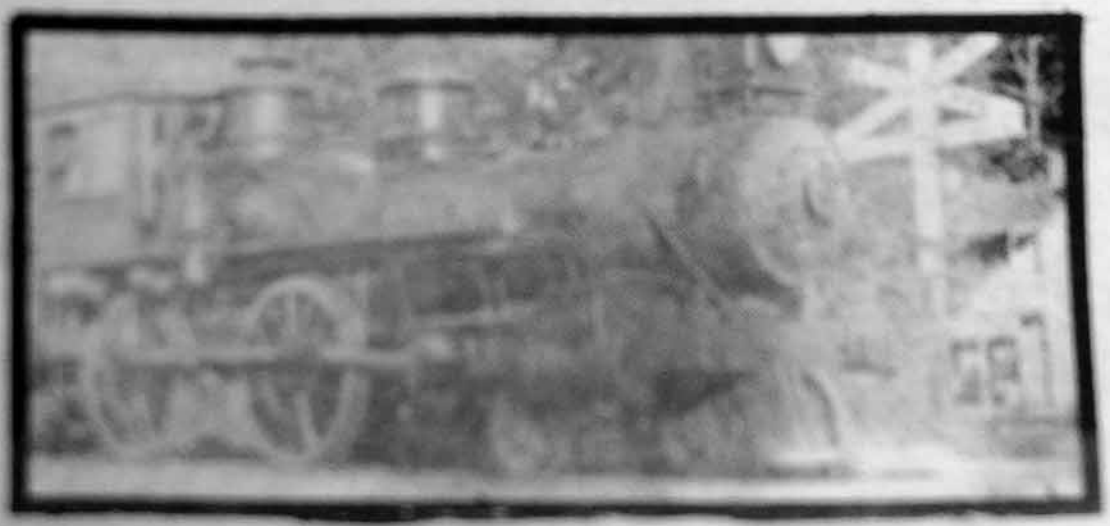
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It was pleasant to serve the farmer—to take his eggs, ginseng, Mayapple—you bargained and bartered and the farmer got what he wanted in the exact amount. Working in the store during high school on Saturdays was a pleasure. They always asked me about football and why I played such a silly game. The women came by horseback with a sidesaddle. I always put the groceries on the sidesaddle and helped the women get aboard, usually twisting the horse's tail to make sure they got a good start, never dreaming that someday grab a cart, whizbang around in a maze of groceries, filling your cart as you go—everything is already packaged. You serve as clerk and you stand in line again to pay.

The young girls are walking the streets with blue, pink, and purple hair. My, how times have changed. I think I'll get a wig—my bald head gets cold during winter.

Women wear starp-pointed high-heeled shoes which are certainly not built for comfort—looks like some women need to use a pencil sharpener in order to get their toes in the shoes.

They've moved the hemline on women's dressed up a notch and it's the style to show the kneecap. This doesn't make the women more attractive—it simply makes the street corner loafer gawk!

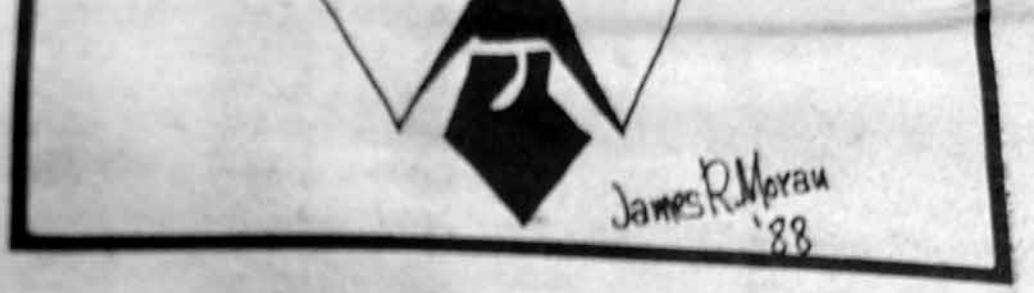


From Sheriff Given
15091448. U.S 9th Air Force
European Theatre 386th Bt., Sq.,
50th Sq., England, France, Germany
In, Dec 1941 to Nov, 1946
Sally Wales Given, Webster
Springs, W.Va. Printed June
20, 1989. W.Va's 126
Birthday.


STATE OF WEST VIRGINIA
PRESS
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This is the family of H. F. and S. R. Given. You may recognize my father and mother. The only other identification I make is D. P. "Sheriff" Given, this writer being on my mother's lap. The others are my brothers and sisters.



Another Railroad Paper Has Come And Gone

Another all-time railroad souvenier of class distinction has been printed and in circulation. Press time has come and gone, what is said is said, and what is done is done. In this the closing of a historical railroad lumber company is dedicated to railroad buffs and West Virginia history.

The stories and history I have written will not be approved by all of you. If they bring pleasure or some interest, I feel the time and effort well done. For approval, disapproval, my address is D.F. Sheriff Given, Webster Springs, WV 26288. Remember a $15 donation will bring you a dozen copies of this paper by return mail. My phone number is 847-5841.

For years I have adopted the philosophy of fun, endeavoring to work at and trying to show others the funny side of life, because there is so much sadness, so many heartaches and so many other duties that take up your time. I have used this philosophy on radio, television, and daily life.

And so with these closing remarks, I hope this historical railroad newspaper has said something that you will like and cherish. If so, let me know. Please put this copy in your ome library, Bible, or attic. It could be useful in the years ahead.

Thanks,
Sheriff Given

Birthday



Another Railroad Paper Has Come And Gone

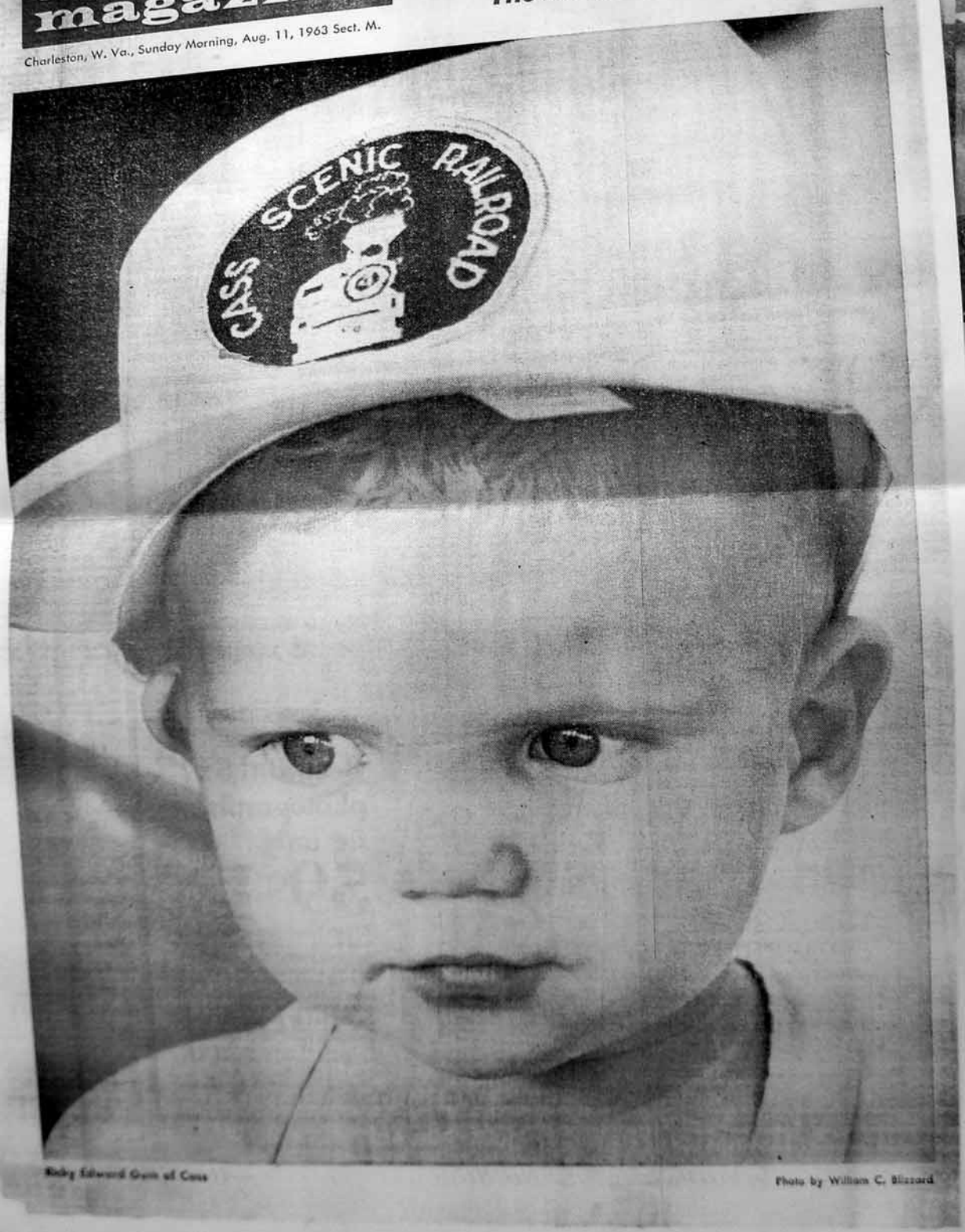
Another all-time rail- phone number is 847-

sunday gazette-mail **State magazine**

Charleston, W. Va., Sunday Morning, Aug. 11, 1963 Sect. M.

Bright Day at Marmet Hospital page 6m

The Booming Business in Cass page 4m

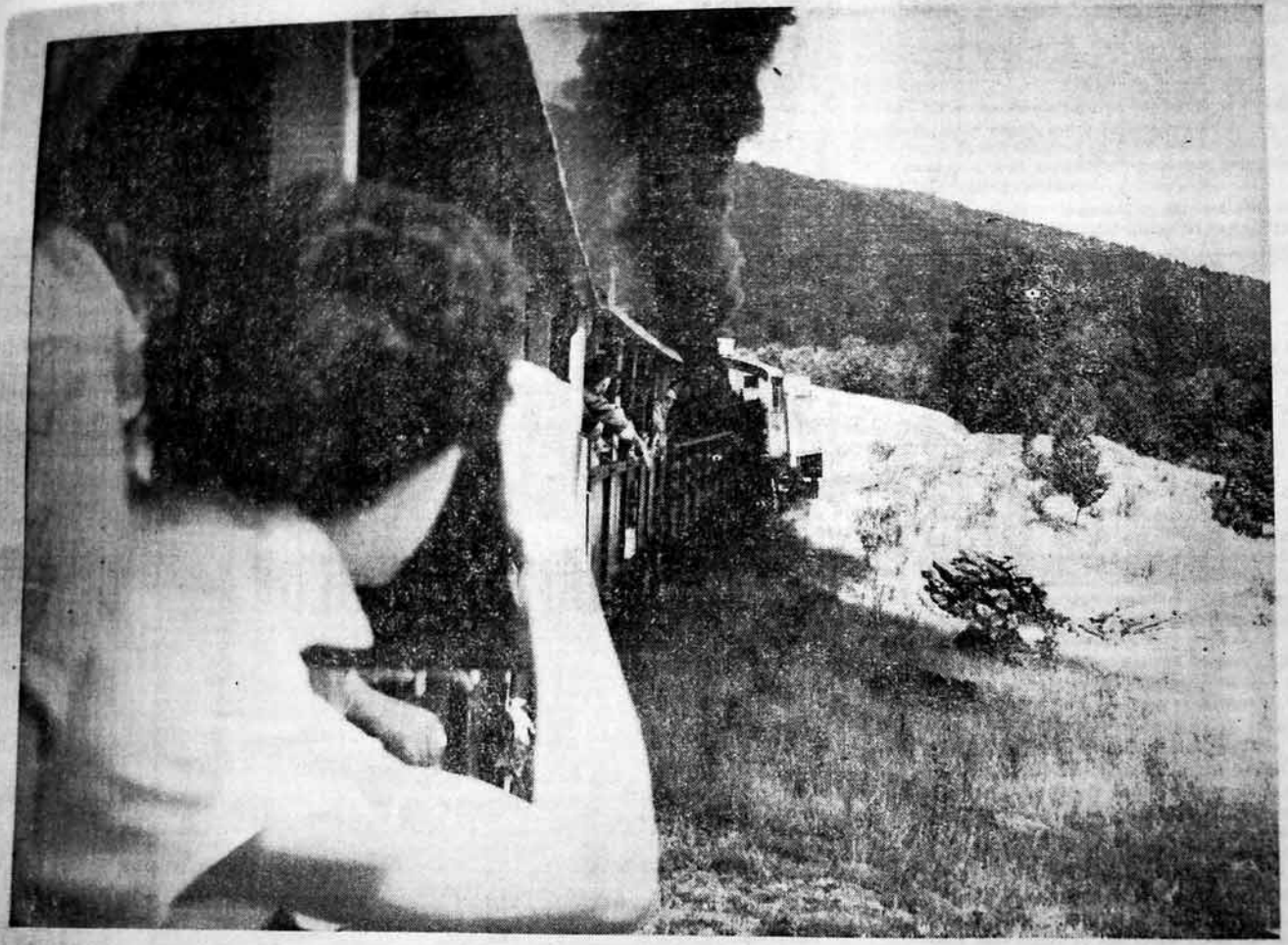


Ricky Edward Gum of Cass

Photo by William C. Blizzard

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THE BOOMING

As the old Shay engine, hauling more than 200 happy tourists, puffed up Bald Knob in its sixth week of operation, it seemed to be saying, "I thought I could, I thought I could, I thought I could!"

Like the locomotive in the children's fable, the little engine which pushed and pulled on the Cass Scenic Railroad in Pocahontas County was where it was because of optimism, determination, and endurance.

Those guiding behind the Cass Planning

a $576,000 ARA grant to Cass seems to hinge upon approval by officials of the National Radio Astronomy Observatory at Greenbank, only six miles away. The astronomers came to that part of West Virginia because it is quiet, and they want no tourist railway to interfere with the rural tranquility.

Negotiations at this writing are continuing between the Parks Division of the Department of Natural Resources and Astronomy Observatory officials. In the event the $576,000 grant is approved, Cass Scenic Railroad development

THE BOOMING Business in Cass

Scenic railroad is keeping everybody busy.

BY WILLIAM C. BLIZZARD



Picturesque old Shay engine waits at Cass Depot before first run.

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Those qualities belonged to the Cass Planning Committee, a local group formed in August, 1960, after the Mower Lumber Co. closed the sawmill and logging operation which had supported the Cass community.

This four-member committee, headed by Theodore Riffe, chief accountant of the National Radio Astronomy Observatory at Greenbank, and J. M. Kane Jr., a Cass merchant, had a goal: the purchase by the state of part of the logging railway as a West Virginia tourist attraction.

The Department of Natural Resources, plagued by a perennial fund shortage, was not at first receptive to the idea. But the Cass Planning Committee was not easily discouraged. With newspaper support and the aid of friendly legislators, $150,000 was appropriated by the 1961 Legislature for the purchase of the Cass tracks and right-of-way. The Department of Natural Resources acquired the property in the summer of 1962.

Although the state had only about $30,000 to make repairs to the logging road and build the necessary facilities, the Cass Scenic Railroad opened for business on June 15, 1963, five days before the state's 100th birthday. The Cass Planning Committee thought it could, and it had.

By July 28, before the business day started, 3,796 adults and 1,558 children had, during the first five weeks of operation, paid $2.00 and $1.00, respectively, for the eight-mile round trip. During the fifth week of operation, alone, railway fares were collected in the amount of $2,205.

There were drawbacks and disappointments. Only four miles of the track could be utilized this year for an ascent of about 1,600 feet. This is about half of the total railway mileage envisioned, and passengers are not yet able to view the breathtaking panorama from near the top of Bald Knob, at 4,852 feet the second highest peak in the state. Hoped-for funds from the U. S. Area Redevelopment Administration have not been approved.

But the outlook is not dark. Procurement of a $576,000 ARA grant to Cass seems to hinge upon approval by officials of the National Radio Astronomy Observatory at Greenbank, only six miles away. The astronomers came to that part of West Virginia because it is quiet, and they want no tourist railway to interfere with the rural tranquility.

Negotiations at this writing are continuing between the Parks Division of the Department of Natural Resources and Astronomy Observatory officials. In the event the $576,000 grant is approved, Cass Scenic Railroad development will proceed at a rapid pace.

An important task which would be immediately undertaken would be the clearing of forest slash to eliminate fire hazards. An observation tower near the top of the mountain has high priority, for the use of both sightseers and photographers. Some old railroad cars, once used as logger camps, would probably be renovated and placed in service.

In an article published in the Sunday Gazette-Mail State Magazine of May 14, 1961, I wrote that the problem would seem to be, after the railway gets into operation, not to attract tourists, but to find sufficient living quarters and food for them after their arrival. This forecast seems to have been accurate.

Many of the Cass Scenic Railroad passengers bring picnic lunches and make—what otherwise would be just a fascinating ride—a real excursion. For example:

The train does not run on Monday and Tuesday, but on Saturdays, Sundays and holidays, it makes three trips—one in the morning and two in the afternoon. On Wednesdays, Thursdays and Fridays, it makes two afternoon trips.

Those with picnic lunches go up on one of the early trips, have lunch on the mountain, and catch a later train back to Cass.

On my visit, the Women's Society of Christian Service of the Methodist Church, a Cass group, was making and serving pies and sandwiches and distributing soft drinks in the C&O depot. These local women work hard to make up for the lack of restaurants in the area.

The whole project, by the way, could hardly exist without the cooperation of the Chesapeake and Ohio Railway, which allows its Cass depot to be used as an impromptu commissary, ticket office, waiting room and take-off point.

If you decide to visit Cass, it might not be a bad idea to take along a basket of food and a thermos bottle. If you plan to stay overnight, you should preserve hotel or motel reservations in advance. There are no public overnight ac-

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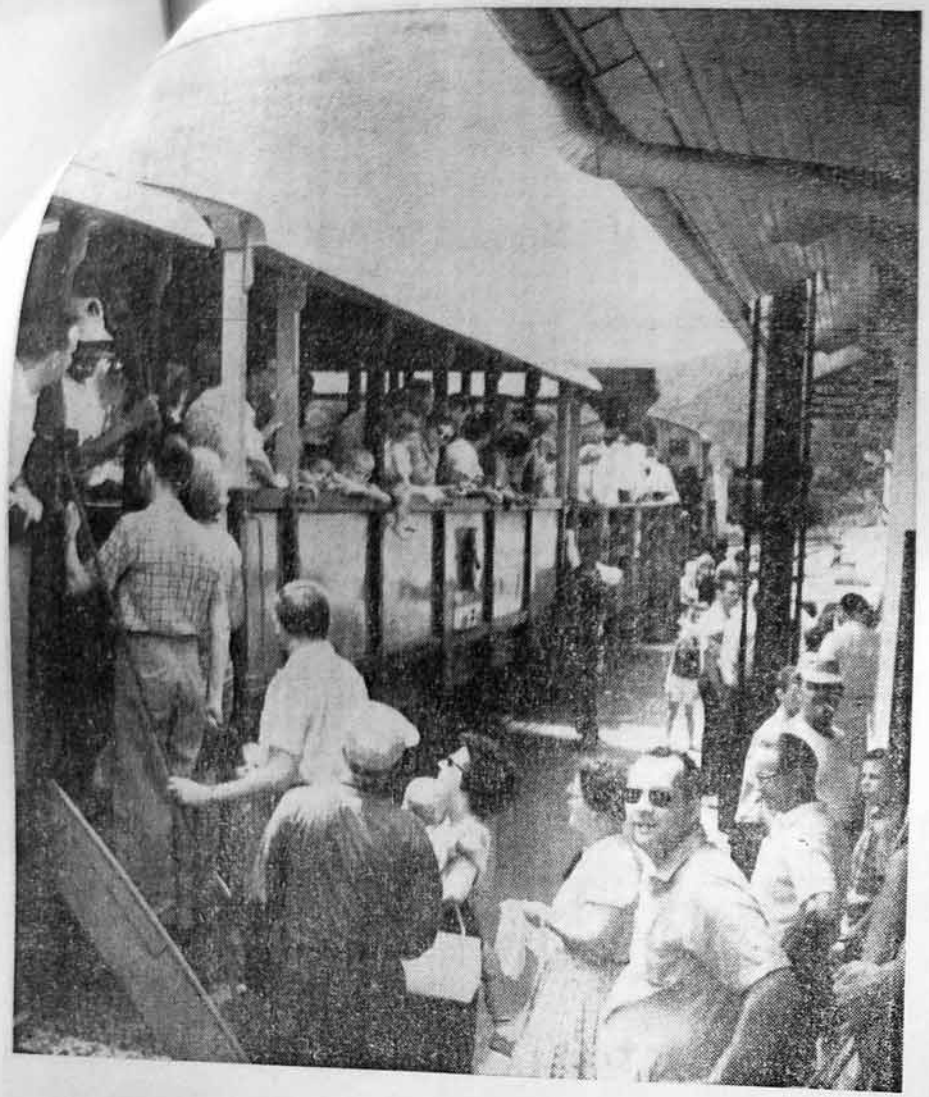
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Blackhurst's stuffed animal museum at Cass is popular spot.



WSCS ladies prepare refreshments to sell to railroad tourists.

commodations in Cass, but you might try the nearby towns of Buckeye, Marlinton, or Boyer, or consult the W. Va. Dept. of Agriculture's Vacation Farm Directory.

The scenery and climate are worth some slight inconvenience. One of the prettier ways to reach Cass, over an excellent highway, is through the Monongahela National Forest and Seneca State Forest, between Huntersville and Dunmore.

On the railway ride itself, visitors travel in two large flatcars provided with benches and an overhead covering of wood and plastic. W. E. Blackhurst, a local schoolteacher, taxidermist,

He is right. As the Shay pushes the flatcars up the mountain, everyone crowds to the sides, anxious to look at and photograph the scenery. Blackhurst points out some ancient railroad cars where "loggers camped for six months at a time, and the only recreation they had was poker and fighting."

As the train turns up the grade at Leatherbark Creek, which heads up at 4,800 feet and contains native brook trout, Blackhurst wittily takes advantage of the somewhat distorted West Virginia "image" to give jollity and friendliness to the crowd:

stranger, just shake his hand and introduce yourself. We don't want any trouble."

Blackhurst is an expert taxidermist and has set up about 175 mounted specimens of animals found in the area, as well as a few exotic species, in a small museum at Cass. A large black bear, killed recently near that community, greets the visitor at the door.

The present Scenic Railroad ends on a plateau about four miles up the mountain. Everyone gets out, stretches and eats and drinks in a picnic area for about 15 minutes, then climbs back aboard. The eight-mile ride takes two hours.

money may be obtained to develop it. An extensive cave is nearby, the summer climate is ideal, and the scenery is magnificent.

The visitors who are paying over $2,000 a week to ride the Cass railroad seem to be pleased, judging from their remarks in the visitors' book. One young tourist from Marlinton however, wrote a complaint, and these were his exact words:

"I dinnet see no hares."

Seriously, as residents of Tennessee and North Carolina have found out in the Great Smokies

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On the railway ride itself, visitors travel in two large flatcars provided with benches and an overhead covering of wood and plastic. W. E. Blackhurst, a local schoolteacher, taxidermist, and authority on West Virginia logging, provides a running commentary with the aid of an electronic "bullhorn."

"Never mind about the seats," he tells those who have been unlucky in the scramble for room on benches, "you'll all be standing up before we get very far, anyway."

He is right. As the Shay pushes the flatcars up the mountain, everyone crowds to the sides, anxious to look at and photograph the scenery. Blackhurst points out some ancient railroad cars where "loggers camped for six months at a time, and the only recreation they had was poker and fighting."

As the train turns up the grade at Leatherbark Creek, which heads up at 4,800 feet and contains native brook trout, Blackhurst wittily takes advantage of the somewhat distorted West Virginia "image" to give jollity and friendliness to the crowd:

"This is Leatherbark Creek," he says, "and there's some people who live up here who don't like strangers. If they happened to see any, they might take a shot at them, and with a crowd this big, they couldn't miss. Not that I ever knew them to miss, anyway. So if you look around you, and see anybody that looks like a stranger, just shake his hand and introduce yourself. We don't want any trouble."

Blackhurst is an expert taxidermist and has set up about 175 mounted specimens of animals found in the area, as well as a few exotic species, in a small museum at Cass. A large black bear, killed recently near that community, greets the visitor at the door.

The present Scenic Railroad ends on a plateau about four miles up the mountain. Everyone gets out, stretches and eats and drinks in a picnic area for about 15 minutes, then climbs back aboard. The eight-mile ride takes two hours.

At a later date, when the train goes all the way up Bald Knob, the trip may be twice as long, for those who care to take it. The view from the top is worth a long ride, but there will be both a long and short haul to suit individual tastes.

The potential of the Cass area is great, if the money may be obtained to develop it. An extensive cave is nearby, the summer climate is ideal, and the scenery is magnificent.

The visitors who are paying over $2,000 a week to ride the Cass railroad seem to be pleased, judging from their remarks in the visitors' book. One young tourist from Marlinton however, wrote a complaint, and these were his exact words:

"I dinnet see no bares."

Seriously, as residents of Tennessee and North Carolina have found out in the Great Smokies, the black bear is a most popular tourist attraction, albeit something of a nuisance, and even a danger to the incautious. The black bear could be a valuable tourist asset if allowed to multiply in his natural environment around Cass.

A live black bear can attract tourists. A dead one attracts only flies.



At end of run up mountain, tourists get off and stretch legs. Some bring out picnic lunches and take later train back.



Exterior of Cass Country Store. Charleston entrepreneurs are behind this facility.

WHAT'S NEW AT CASS?

State's largest tourist spot finally getting some necessary improvements and there are more on the board as soon as money is available.

BY WILLIAM C. BLIZZARD

On June 15, 1963, tourists traveling the Cass Scenic Railroad on its first public run discovered a pleasant fact: As advertised, the Shay locomotive pulling the cars was a genuine antique.

But Cass visitors also discovered an unpleasant fact: Tourist accommodations at Cass were just as antique as the 1880-model Shay. The only way you could get a hot meal was to bring your own food and roast it in the locomotive firebox.

Local church women helped out mightily with pies, cakes, and sandwiches, but demand often outstripped supply and the unhappy tourist was left with nothing more nourishing than the knowledge that he had seen what is now a major West Virginia tourist attraction.

Operating a railroad on a shoestring led to some maddening incidents which were very nearly catastrophes. For instance, a Washington, D. C., newspaper sent in a writer who gave ample and avorable coverage to Cass, and his story prompted many Washingtonians to make the long drive to Southern West Virginia. This was well and good, until a locomotive axle broke at the time of their visit.

The accident injured no one, but it did put the railroad out of business until a new axle was located, which took no short search (a lucky find made the search shorter). Prob-

State Road Commission will also repave the remaining four or five miles of road to Cass.

The ARA grant of $576,000 was finally approved, and State Parks officials say that bids on the railroad work will be received August 17. It is probable, however, that no major work will be done until next spring.

What will be done with the ARA grant? First, the Cass Scenic Railroad will be extended four miles, to the top of Bald Knob, a nearly so. This will make the ride twice as long as at present, although there will still be a stop at Whittaker, the place on the mountain where the run now ends.

The section of railroad that now exists will be improved. Railroad shops on the line near

the first private-enterprise developments at Cass, is still going strong, and Blackhurst has now mounted about 300 animals for your inspection.

A Civil-War Museum, opened last year by Mr. and Mrs. Kyle Neighbor, is near the Blackhurst taxidermy exhibit. It features "penwritten" records, letters and grants a century old, including Civil-War payrolls. There are many weapons of the Lincoln era, and other bric-a-brac not closely connected with the Civil War, such as a genuine West Virginia moonshine still.

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In Cass, toilet facilities of the man-made variety were limited to those at the end of the run and in the old C&O depot.

If you wished to wash away the soot and ashes accumulated during the two-hour train ride, there was plenty of running water —no washrooms, just running water. You had a choice of Leatherbark Creek or the Greenbrier River.

The nearest motel or hotel accommodations were 10 miles away at the hamlet of Boyer (pronounced "Bowyer"). Lodging could be had there at Van's Motel, but the eight rooms at Van's were likely to be filled, and the little motel boasted no dining room or lunch counter. The nearest place where you could buy a hot meal, in fact, was at Marlinton, about 40 miles away.

The net result of these several inconveniences was that visitors motoring home after a long, hot day at Cass were nearly always sunburned, sooty, cinder-covered, hungry, irritable, thirsty and dog-tired.

The fact that 5,354 paying customers nevertheless rode the Cass Scenic Railroad during the first five weeks of operation in 1963 is a glowing tribute to the hardihood of the American tourist and the fanaticism of the railroad buff.

There has been a steady advance in railroad patronage, by the way, since the Shays began puffing in their new role at Cass. Paid fares for 1965 show more than 18 per cent increase over a comparable period in 1964.

Early adverse conditions at Cass were in part due to the desire of Pocahontas County citizens and the Department of Natural Resources (which owns the railroad, effects associated with it, and contiguous land) to get the Scenic Railroad started during the West Virginia Centennial year. That goal was achieved, but at a price: In the spring of [illegible]'s hair wasn't combed, its shoelaces [illegible]ed, and its somewhat sooty shirttail [illegible]g out.

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SUNDAY GAZETTE-MAIL

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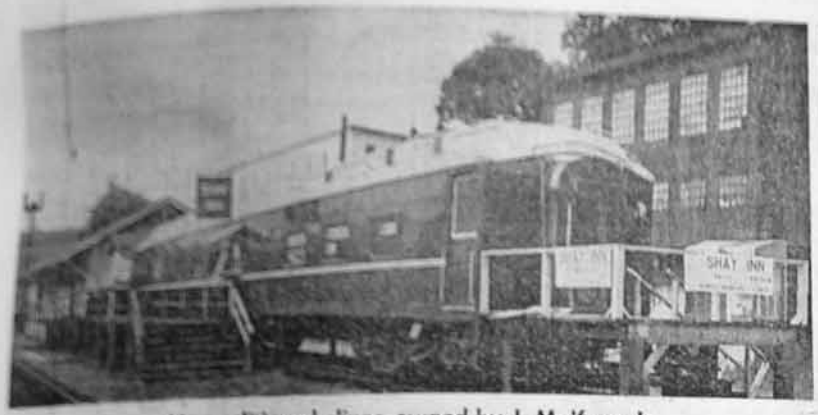
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Air-conditioned diner owned by J. M. Kane Jr.



Interior of Shay Inn. Mrs. Shay works in running it.



Cass Country Kitchen in country store. Note soda fountain at left.



NEW HOMES

You furnish the lot -
we'll furnish
everything else!





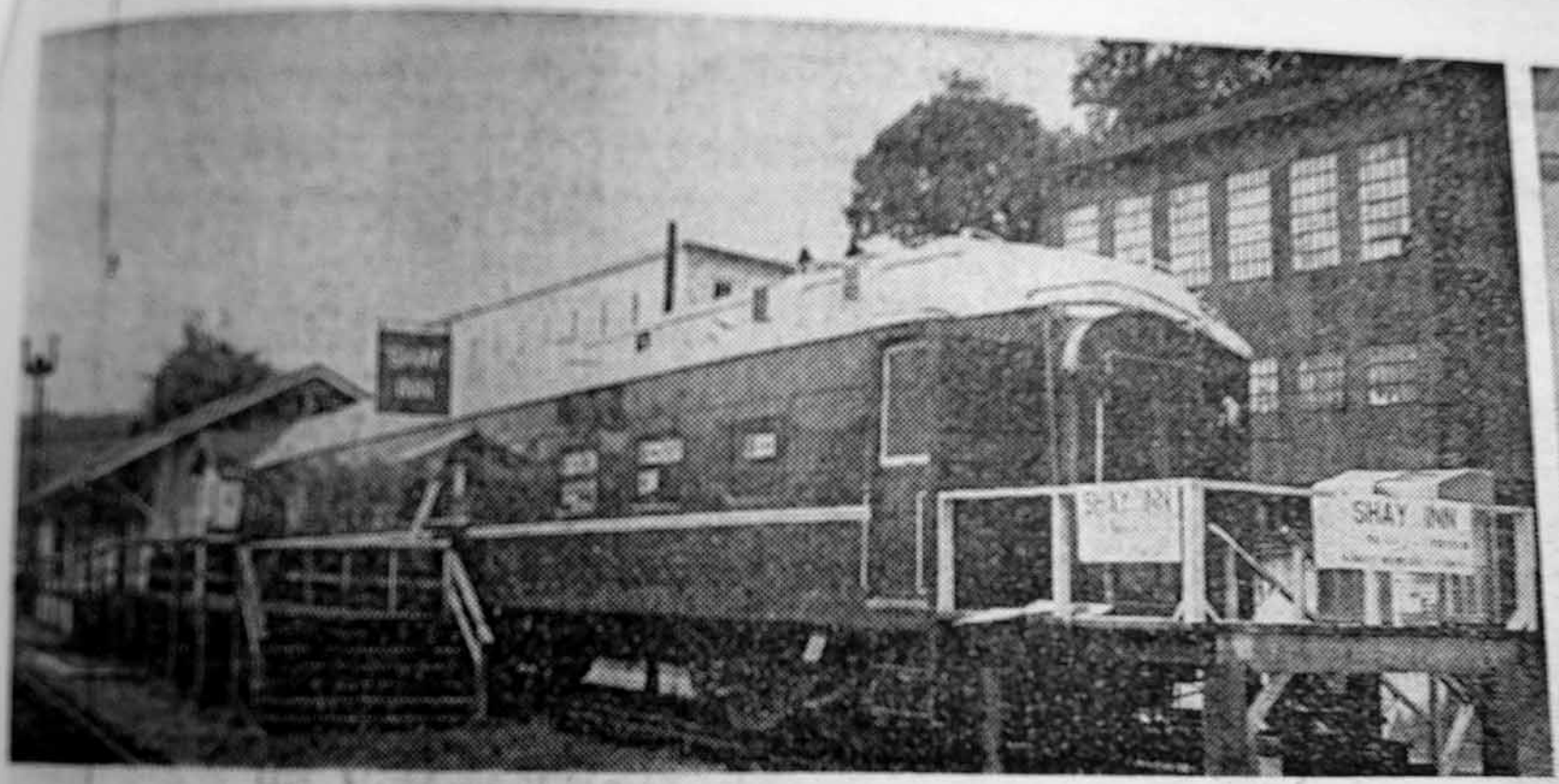
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Writer-photographer William C. Blizzard sat on top of caboose to get this shot of Cass Railroad Shay enroute to Mountain State Forest Festival.

THE WONDERFUL IRON HORSE SHAY

Built for mountain climbing, it's slow, mighty slow on the overland trips.

BY WILLIAM C. BLIZZARD

This year the Elkins Forest Festival, plagued by rain and dismal weather, was pulled out of the slough of despond by one of the powerful little logging locomotives admirers call the Wonderful Iron-Hoss Shay.

During the three-day Festival over 4,000 passengers, despite a cold and persistent rain, paid money to take short rides behind the 80-ton Shay locomotive, an antique vehicle which ordinarily chugs up Bald Knob on the Cass Scenic Railroad. Although the miserable weather may have halved the number of paying customers, the little Shay remained a stellar attraction.

It was difficult not to notice the locomotive, for its shrill and penetrating steam whistle bent more eardrums and cleared more sinuses in three days than could be inspected by a dozen otolaryngologists in a year of practice. How do you ignore a festival attraction with a sort of built-in calliope which can be heard for five miles? You don't, especially if the calliope has only one note, or, at, most, two.

There were those who, in self-defense, hauled out mid-winter ear muffs; others merely gritted their teeth in silent protest against the dawn-to-dark steam-siren symphony. But most people accepted the locomotive whistle as a mild nuisance indicative of a strong benefit, and were glad the Shay was in town.

Few towns in the United States can boast of the presence of a Shay engine at any time of the year. Informed sources estimate that not more than 40 of the old steam locomotives exist in the United States today, and few of these are any longer able to shake, rattle, and roll. How did such a rare antique happen to be hauling passengers in Elkins during the Forest Festival?

It happened partly because rail lines belonging to the Chesapeake & Ohio and Western Maryland Railroads exist between Cass and Elkins. Four Shay engines are at Cass. During the summer months they (the three that operate) snort and puff on the Cass Scenic Railroad, this season hauling 38,857 paying customers up Bald Knob for four miles and back again.

Last year, someone had the idea of bringing one of the Cass Shays to Elkins for the Forest Festival, where the public would be treated to short rides for a small fee. The idea was a happy one: The Shay was a sooty Cinderella who became the belle of the ball.

It was decided to repeat the Shay performance for the 1965 Elkins Forest Festival, and the Department of Natural Resources, which owns the Shays, agreed. Further, someone thought it might be a good idea to invite the press and other guests for the 60-mile ride, as the Shay shimmies, from Cass to Elkins.

This was done. About two dozen passengers accompanied Shay No. 4, followed by several passenger flat cars and a caboose, as it left Cass about 9:30 on the morning of Oct. 6.

The ride, interrupted by three watering stops (for the locomotive, not the passengers) and another stop for minor repairs, took a bit longer than anticipated. It was about 6:30, and getting dark, when the little Shay crept into Elkins. Maximum speed had been about eight miles an hour.

The two dozen who had started the trip at Cass had, at the Elkins finish line, dwindled to something less than half that number. Of those who stayed all the way with the Shay, four were women. They were Mrs. Violet Snedegar of Elkins; Mrs. Mabel Fretwell of Buckhannon; Katherine McMullen of Milwaukee, Wis., editor of Better Camping magazine and Rosemary Entringer, also of Milwaukee managing editor of Trains Magazine.

Inasmuch as the 60-mile trip from Cass to Elkins took about nine hours, it may fairly be deduced that the Shay is the tortoise of the locomotive world. What, then are its virtues?

Its principal virtue today is its remarkable popularity as a novelty railroad tourist attraction. In West Virginia, North Carolina (where one Shay still serves as a common carrier)



Writer-photographer William C. Blizzard sat on top of caboose to get this shot of Cass Railroad Shay enroute to Mountain State Forest Festival.

THE WONDERFUL IRON HORSE SHAY

Built for mountain climbing, it's slow, mighty slow on the overland trips.

BY WILLIAM C. BLIZZARD

This year the Elkins Forest Festival, plagued by rain and dismal weather, was pulled out of the slough of despond by one of the powerful little logging locomotives admirers call the Wonderful Iron-Hoss Shay.

During the three-day Festival over 4,000 passengers, despite a cold and persistent rain, paid money to take short rides behind the 80-ton Shay locomotive, an antique vehicle which ordinarily chugs up Bald Knob on the Cass Scenic Railroad. Although the miserable weather may have halved the number of paying customers, the little Shay remained a stellar attraction.

It was difficult not to notice the locomotive, for its shrill and penetrating steam whistle bent more eardrums and cleared more sinuses in three days than could be inspected by a dozen otolaryngologists in a year of practice. How do you ignore a festival attraction with a sort of built-in calliope which can be heard for five miles? You don't, especially if the calliope has only one note, or, at, most, two.

There were those who, in self-defense, hauled out mid-winter ear muffs; others merely gritted their teeth in silent protest against the dawn-to-dark steam-siren symphony. But most people accepted the locomotive whistle as a mild nuisance indicative of a strong benefit, and were glad the Shay was in town.

Few towns in the United States can boast of the presence of a Shay engine at any time of the year. Informed sources estimate that not more than 40 of the old steam locomotives exist in the United States today, and few of these are any longer able to shake, rattle, and roll. How did such a rare antique happen to be hauling passengers in Elkins during the Forest Festival?

It happened partly because rail lines belonging to the Chesapeake & Ohio and Western Maryland Railroads exist between Cass and Elkins. Four Shay engines are at Cass. During the summer months they (the three that operate) snort and puff on the Cass Scenic Railroad, this season hauling 38,857 paying customers up Bald Knob for four miles and back again.

Last year, someone had the idea of bringing one of the Cass Shays to Elkins for the Forest Festival, where the public would be treated to short rides for a small fee. The idea was a happy one: The Shay was a sooty Cinderella who became the belle of the ball.

It was decided to repeat the Shay performance for the 1965 Elkins Forest Festival, and the Department of Natural Resources, which owns the Shays, agreed. Further, someone thought it might be a good idea to invite the press and other guests for the 60-mile ride, as the Shay shimmies, from Cass to Elkins.

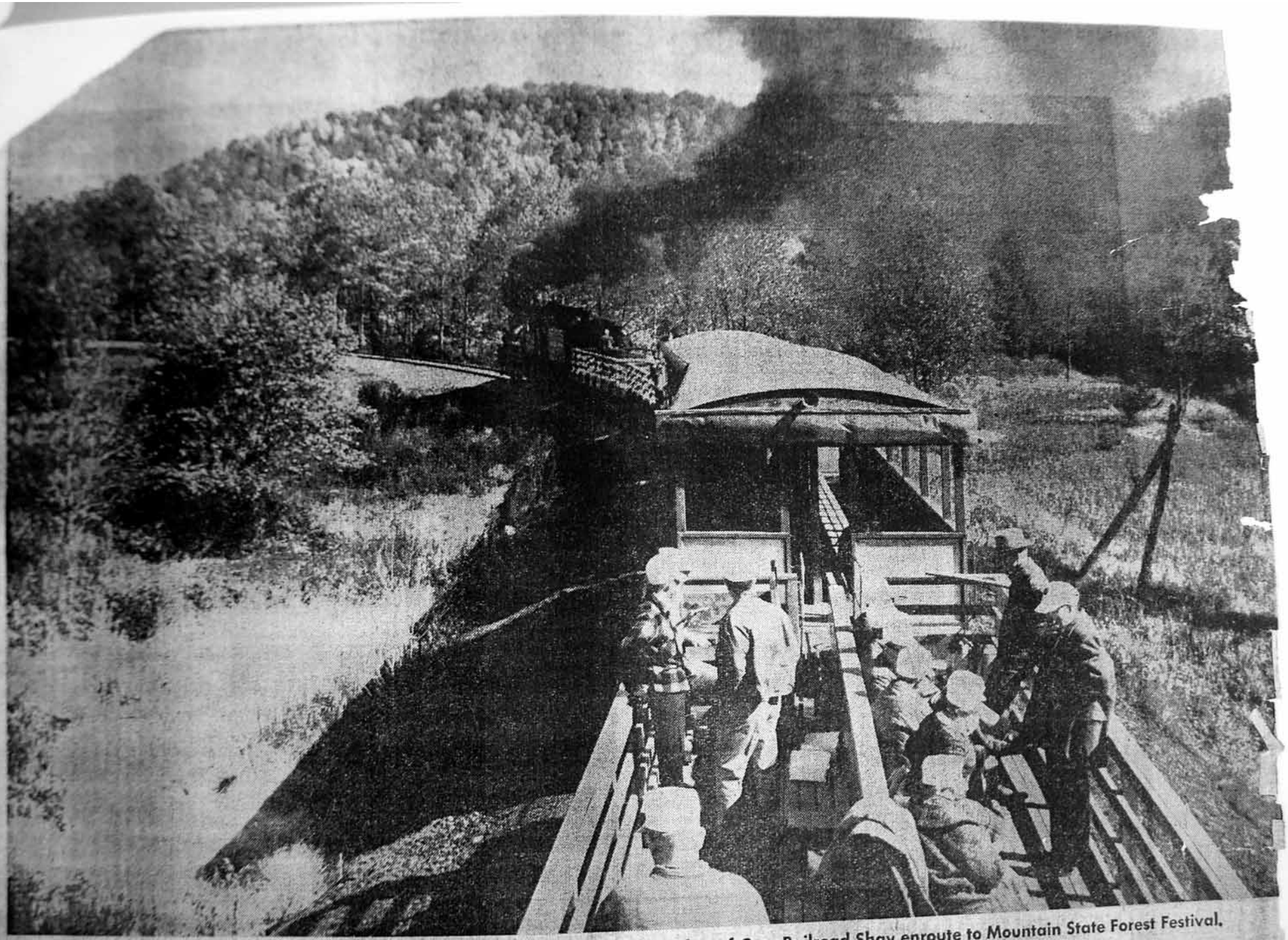
This was done. About two dozen passengers accompanied Shay No. 4, followed by several passenger flat cars and a caboose, as it left Cass about 9:30 on the morning of Oct. 6.

The ride, interrupted by three watering stops (for the locomotive, not the passengers) and another stop for minor repairs, took a bit longer than anticipated. It was about 6:30, and getting dark, when the little Shay crept into Elkins. Maximum speed had been about eight miles an hour.

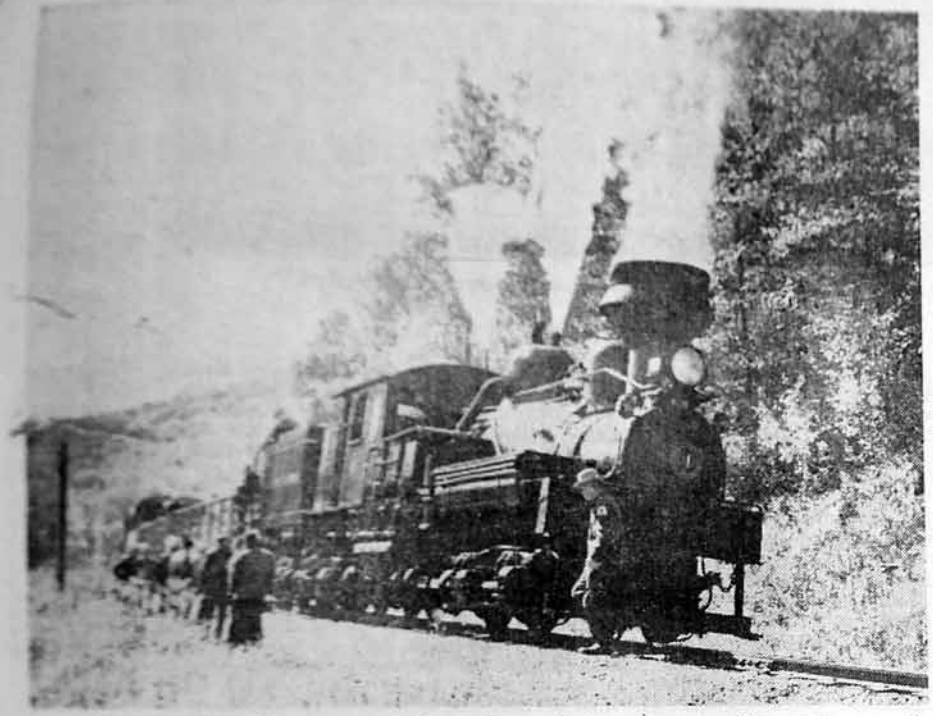
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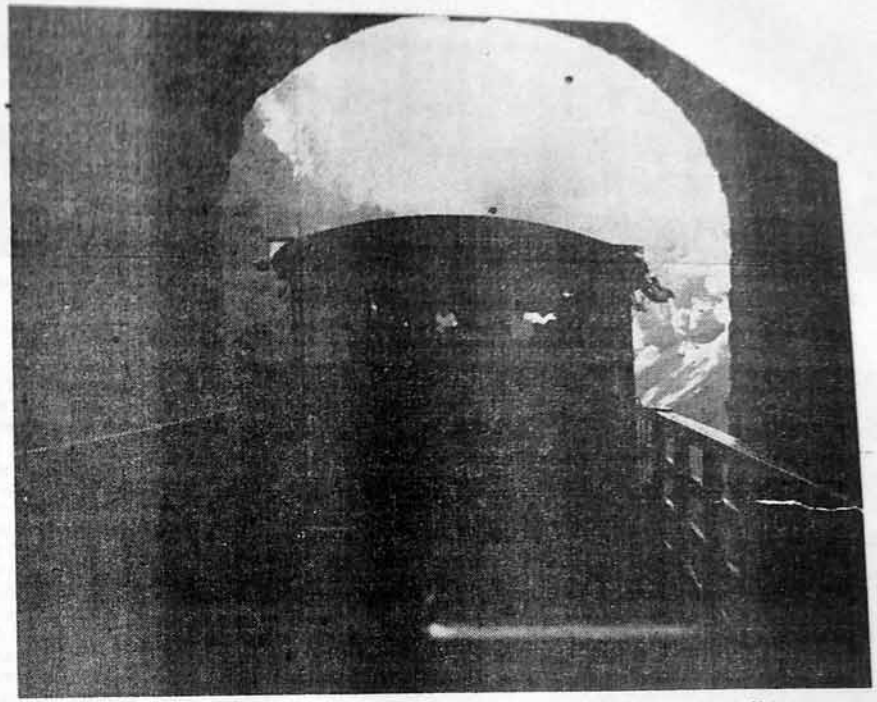
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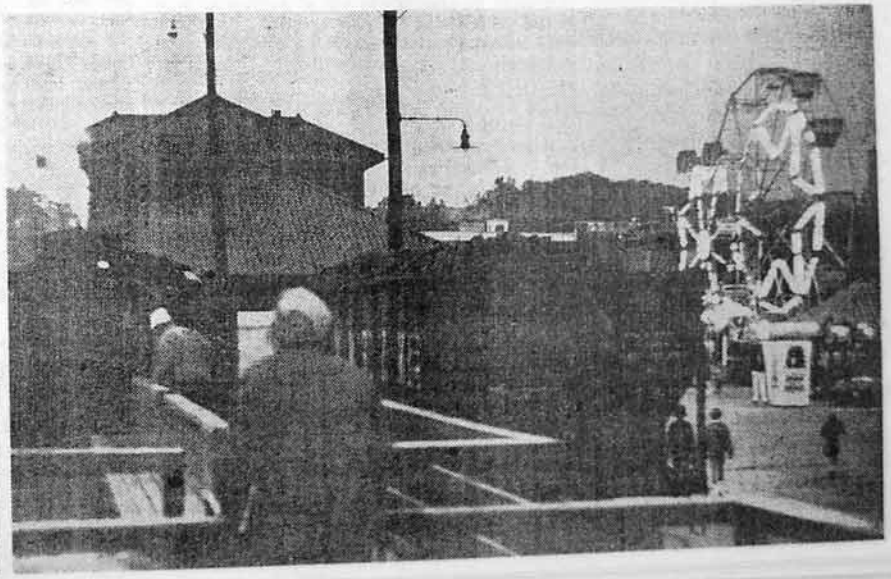


Shay had to take on water three times during Cass-to-Elkins trip.



One of two tunnels logging train went through enroute to Elkins.







Folks along route "waved like crazy" when train passed.



After long (timewise) haul, Shay pulls into Elkins at dusk.

South Dakota, Pennsylvania, New Hampshire, and, possibly, elsewhere, Shays and similar, geared-type locomotives built to compete with the Shay operate on tourist railroads. Shay production, begun in 1879, ceased in 1945.

The principal virtues of the Shay in its heyday were its traction and power, its safety, and its economy. Authorities in the field agree that the Shay would haul greater tonnage at a smaller operating expense, with less original cost per unit of power, than any other locomotive ever built.

The little engines were named for Ephriam Shay of Haring, Mich. Shay was a 19th-Century Michigan lumberman who sought better ways of getting timber out of the woods. In his seeking, he invented and built the locomotive that bears his name. His crude prototype worked so well at his own operations that he took his plans and patents to the Lima (pronounced lime-uh) Machine Works of Lima, Ohio, urging that company to make such locomotives for widespread use in the timbering business.

Shay's visit was fortunate for the Lima Machine Works. The company made the first Shay in 1879 for the J. Alley Co. of Michigan. The Alley machine was narrow-gauge, but as demand for the Shays increased, Lima made them bigger and better. By 1900, Lima had quit general machine production and was concentrating on locomotives. The company changed its name to Lima Locomotive Works, Inc.

Lima made conventional locomotives as well as the Shays, increasing work in the former field as the lumbering-industry demand declined in importance. Lima produced its last Shay, the 2,761st, in 1945.

The Shay engine had competitors built on similar, "geared" principles. The major ones were the Heisler and the Climax.

The last Heisler, a locomotive invented by a Cornell engineer named Charles Heisler, was manufactured in 1941, and Climax went out of business in 1929.

The Shay and its imitators differed from conventional steam locomotives in that they were designed to haul heavy loads on steep grades. Called "geared" engines, as opposed to general-purpose, main-line locomotives which used connecting rods from drive wheels to pistons, the Shay had a number of small wheels which afforded great traction because each was a driving wheel.

On main-line engines, the number of drive wheels varied, but they were relatively large in diameter, heavy, and demanded smooth track which in turn required constant maintenance. Additional small wheels on the big steamers held up weight and served as rail guides, but otherwise were functionless.

Not so on the Shay. The wheel sets (called "trucks") under both locomotive and tender are connected to steam cylinders transmitting power through a crankshaft and flexible couplings. Every wheel does work.

The Shay is easy to get around curves, is easy on track, and can adapt to rough roadbeds that would stall or wreck conventional locomotives. The Shay is slow, but it could pull tons of logs up a grade three times as steep as a rod-engine locomotive could ascend, and safely get the same tonnage down the steep grade on the other side of the hill.

With the demise of the U. S. logging industry as it was in its heyday, the Shay virtues found no niche they could fill, and manufacture ceased.

According to John P. Killoran of the Department of Natural Resources, who has made himself an authority in such matters (and who furnished the technical data for this article), the last three geared locomotives ever built spent their entire work careers in West Virginia, and all three still exist.

They are not now, however, in the Mountain State. One, a Shay that was operated by the Western Maryland on a steep coal-haul in Tucker County, is now displayed at the Baltimore and Ohio Railroad's Transportation Museum in Baltimore, Md.

The last Climax to be manufactured now hauls passengers on the Carroll Park and Western tourist railroad at Bloomsburg, Pa. It was an iron-horse work horse for the Elk River Coal and Lumber Co. out of Swandale, Clay County.

The last Heisler locomotive ever built is now on display in the public park of Washington, N. C., Charles Heisler's hometown, but it spent its working career as No. 6 of the Middle Fork Railroad at Ellamore, in Randolph County.

Of the four Shays at Cass, numbers 5 and 1 were built in 1905, No. 7 was built in 1920, and No. 4 in 1923. The Lima Locomotive Works, merged with the huge Baldwin Locomotive Works of Philadelphia in 1950, not only has quit making Shays, but no longer builds locomotives of any kind.

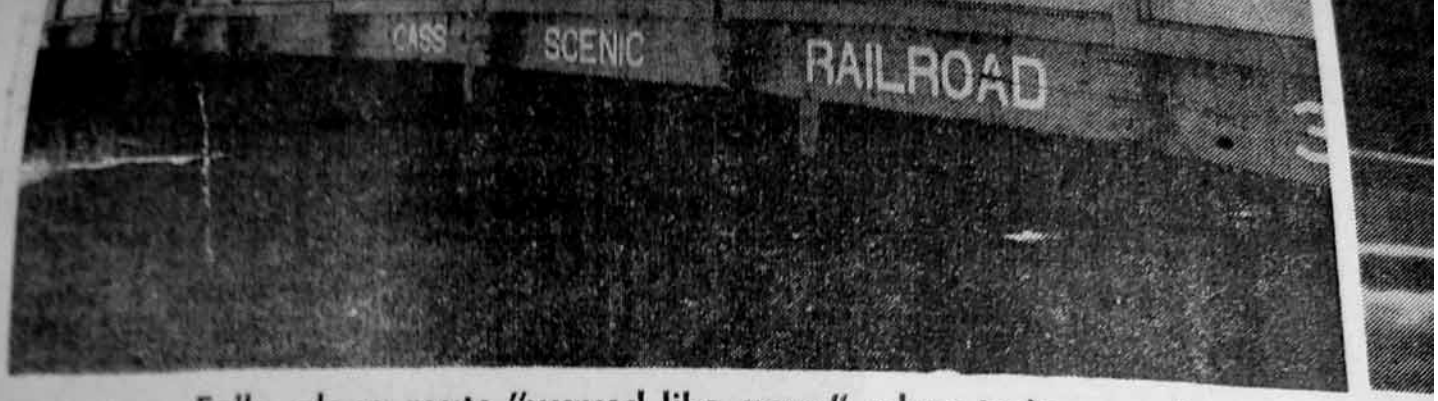
Lima now builds power shovels, an adjustment to market conditions which are a reflection of the changed manner in which many men wrest a livelihood from their environment.

The few operating Shays which yet exist at Cass and elsewhere carry not only tourist passengers. For old loggers and railroad men they also carry endless vivid memories of a vanished past.



Some of passengers snoozed during trip.

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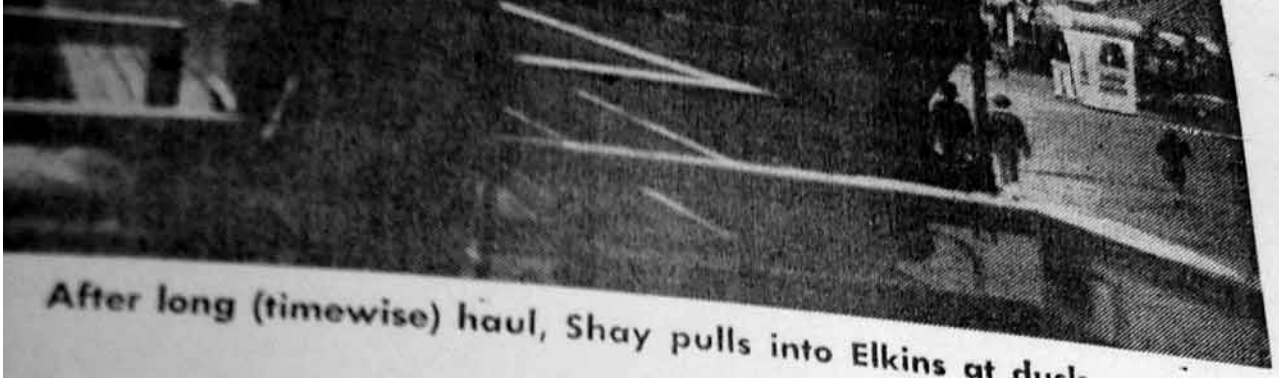
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A fleet of antique cars, driven by visiting clubs, seems right at home with Shay engine as it waits to take passengers on a ride.

O Shay Can You See?

After a successful first season, the Cass Scenic Railroad is rolling again.

BY WILLIAM C. BLIZZARD

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In 1964, prospects of success and growth are excellent for the state-run Pocahontas County project. It was not always so.

There would have been no such Pocahontas tourist railway had it not been for a local committee which conceived the idea and fought for it. Headed by Theodore Riffe, a Cass resident who was chief accountant for the neighboring National Radio Astronomy Observatory, the Cass Planning Committee was formed in 1960 after the closing of the local Mower Lumber Co. operation in July of that year.

Without the lumber company, virtually the sole source of employment in the area, Cass was doomed to wither and die. Unless, of course, some other source of economic nourishment could be located.

The Cass Planning Committee pointed out that the logging railroad, with its old Shay engines, had too much of a tourist potential to be ignored and scrapped. The Department of Natural Resources was not impressed, at least not to the extent of jeopardizing other prospects in order to pour money into Cass.

But the fight for the old railroad became a cause celebre with several newspapers and legislators, and $150,000 (later boosted to $186,000) was appropriated by the legislature to buy and refurbish the railroad and certain associated properties.

Enough work was done so that the Cass Scenic Railroad opened for business under state auspices on June 15, 1963. During 1963, the railroad, with an 8.6-mile round trip, had 22,931 paying customers during 73 days of actual operation.

These customers spent over $40,000 in fares and on snacks served in the C&O station by the church women of Cass. In addition, the U. S. Area Redevelopment Administration made available $576,000 in federal funds for the development and extension of the operative railroad.

These funds were for the rebuilding of three Shay engines and 14 logging cars; repairs to the railway shops where engines and equipment are maintained; the purchase and improvement of four acres for a visitor's parking lot; development of a picnic area (including the improvement of a beautiful spruce forest) near the top of Bald Knob; and the extension of the tourist railroad trip to within 1,000 feet of Bald Knob, which has an elevation of more than 4,800 feet.

Matters seemed to be going well. But for a time the National Radio Astronomy Observatory at nearby Green Bank threatened to hold up ARA funds. The Observatory pointed out that it was where it was in order to avoid noise, and a railroad clattering all over the place was undesirable.

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In fairness to the Department of Natural Resources, there is no evidence of boondoggling or undue waste in the Cass affair, and modern construction techniques will hasten, not delay, railroad improvement.

It is true that "outsiders" may, by competitive bidding, secure Cass work contracts. But competitive bidding is designed to save money, not waste it, and is open, of course, to local residents.

Actually, it appears that the Cass Scenic Railroad will ultimately become West Virginia's best-known tourist attraction, if the potential of the Pocahontas area is developed.

At present, the Cass complex, if it may be so termed, is not, and is not meant to be, entirely a state project. Taxpayers, of this state and others, have contributed to the railroad, which is supposed to attract customers, which is in turn supposed to attract private entrepreneurs.

Private business, obviously, is not going to hunt in an area unless it can smell a profit there, and profit potential has, in the case of Cass, been stocked through the investment of state and federal funds. While government and private business can work together efficiently, possibilities of friction are obvious.

For instance, the biggest tourist need at Cass is a place to eat and a place to stay overnight—at least one of each. At present, the need for dining accommodations is most urgent. The women of Cass have in the past run a "snack bar" in the C&O station, but can not do it this summer on a seven-day-week basis.

Without a nearby restaurant and motel to serve patrons, the Cass Scenic Railroad is badly handicapped. And without the railroad the need for the restaurant and motel does not exist. With such an interdependence of need, it might be better for both railroad and eating and sleeping accommodations to be either entirely under state supervision, or entirely in private hands.

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Meanwhile, your best bet is to pack a lunch. It might be a good idea to make your trip as soon as possible, too, while the train ride is yet entirely a weekend affair. It isn't crowded, and it isn't hot. Your nearest motels are at Boyer, Buckeye, and Marlinton.

The huge cave near the railroad, which contains a 100-foot waterfall, may be opened by next summer. The owners of Smoke Hole Cavern, near Petersburg, have expressed interest in making a new cave opening which would be easily accessible to tourists.

The future of Cass looks bright, despite predictable headaches. Even wildflower enthusiasts, I am told, have found the ride on the powerful little railroad worthwhile.

To appeal to this group, I contribute this slogan to Cass, free of charge:

"Shay it with flowers!"

Well, it's better than "Shay it with cinders." You won't need a Cass mask to protect yourself from the old coal-burner, but a head covering does help.

SUNDAY GAZETTE-MAIL

O Sha

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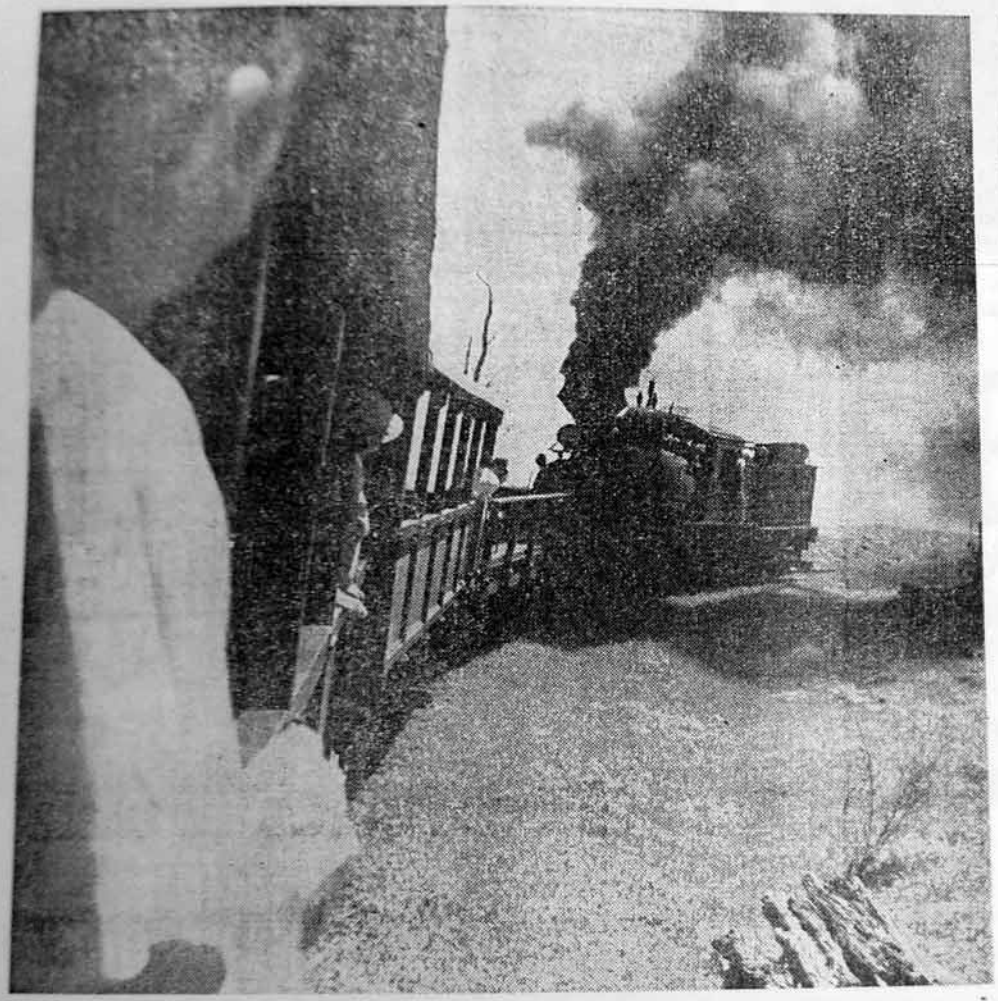
The future of Cass looks bright, despite predictable headaches. Even wildflower enthusiasts, I am told, have found the ride on the powerful little railroad worthwhile.

To appeal to this group, I contribute this slogan to Cass, free of charge:

"Shay it with flowers!"

Well, it's better than "Shay it with cinders." You won't need a Cass mask to protect yourself from the old coal-burner, but a head covering does help.

SUNDAY GAZETTE-MAIL



Spewing ashes and cinders, Shay engine pushes cars up steep grade.



Passengers rest at the top before trip down the mountain.



FREE

IN SOUTH CHARLESTON
Your choice of two handsome bonus gifts for saving at
DOLLAR SAVINGS & LOAN COMPANY

Spewing ashes and cinders, Shay engine pushes cars up steep grade.



A view from the car shows passengers' view on ride.

The Complete Truth Back of the Proposal to Buy the Cass Railroad

The best, most compact and lucid analysis of the feasibility of West Virginia's getting into the railroad business was outlined at a meeting in Marlinton last week.

This meeting, which was attended by the editor of this paper, was called by a planning committee, including:

Ted Riffe, Chairman, Chief Accountant of the National Radio Astronomy Observatory at Greenbank;

J. M. Kane, Jr., Treasurer, Cass Merchant;

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J. K. Arbogast, Assistant Superintendent of Pocahontas Schools.

Present were the business, professional and political leaders of the area.

The important thing in a nutshell was a report given by Ted Riffe. It appears herewith:

At the time of closing of the only industry in Cass approximately 165 men were affected. Some of these men were mobile enough to find employment in other communities and other states. The majority, however, were not blessed with the necessary skills and trades to find other employment, and today some 80 of these men, representing approximately 240 dependents, (wives and children) face utter destitution unless some form of employment is offered soon. (These men were eligible for unemployment benefits from July 1960 to January 1961 at which time these benefits expired.)

Proposal to State

It is therefore, with the above situation in mind that the committee offers a definite and sound proposal to the State of West Virginia to alleviate this situation.

In November 1960 the Joint Committee on Government and Finance, by resolution, recommended to the full membership of the 1961 W. Va. Legislature, that the State of West Virginia purchase the Mower Lumber Co. Railroad, its rolling stock, and other necessary equipment, to develop this most unique and rare railroad as an operating tourist attraction for the State of West Virginia.

The Cass Planning Committee wholeheartedly supports the resolution by the Joint Committee on Government and Finance as an instrument which could alleviate the unemployment situation in the area, and emphasizes the soundness of the investment in such a venture to the State.

Present Owners

The railroad and rolling stock are owned by the Midwest Raleigh Steel Company of Charleston, West Virginia.

The amount of railroad involved is approximately 8 miles, which runs from a point about 1-2 mile from Cass at a crossing on Leatherbark Creek to a point about 1 1-2 miles from the top of Bald Knob. (The railroad did actually go to the top of Bald Knob, but these rails have been sold as scrap. The road bed, however, is still intact and new rails could be laid in order to get the full effect of the engine traveling to the top of Bald Knob. Bald Knob is the second highest point in West Virginia (4,852 Ft.) and the railroad is higher than any other railroad east of the Rockies).

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(From Page 3)

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* * * * *

The states which had already seceded knew their cause would not stand a chance of success without Virginia. They HAD to have Virginia. So they sent dozens of fanatics to Rich-

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Dr. Chitwood scorned use of the term "Civil War" at all. He insisted it was the "War Between the States," the emphasis being on "State's rights" of course. The war, he contented, was not fought upon the issue of slavery, but upon the issue of State's rights. He never did mention, of course, that the only two "State's rights" involved in the struggle were (1) the right of the State to permit one human being to hold another in slavery, and (2) the right of a State to break away from the nation, if it wanted to, and to set up another nation.

* * * * *

In several national elections following the War Between the States, said Dr. Chitwood, the Republican Party won victories because the candidates "waved the bloody flag." (We can see him waving his arms and telling about it now.) In other words, the Republican Party dug up old war issues in order to win votes in the North — and this was deplorable. Indeed it was deplorable. But the good Dr. Chitwood could never see that the South has also been "waving the bloody flag" every minute of every hour of every day of every year since Appomattox. Today they seem to be waving it even harder than ever.

* * * * *

If West Virginia's part in the Civil War was "insignificant," then what about the party played by Tennessee, Florida, Texas, Arkansas and North Carolina? We dare the Centennial celebrants to tell those states that their parts were [illegible]

7,000 Confederate). In proportion to population that too was about as much as any other State contributed. Furthermore, West Virginia gave great leaders to both sides.

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Although the engines and the railroad would require some repairs and improvements to convert it from a logging railroad to a tourist carrying line, the costs would not be prohibitive. (See attached estimate of investment and operating costs).

Through informal discussions it has been ascertained that the afore-mentioned properties could be secured for approximately $90,000-$100,000.

The right-of-way and land on Bald Knob is owned by the Mower Lumber Company and can be secured at the following prices:

Right-of-Way	$100 per acre
Wooded Area	$100-$150 per acre
"Cut-over" Area	$35 per acre

It is estimated that the sum of $25,000 could secure the necessary land to develop the area.

We submit, in the attached summary of "Tourist Possibilities of the Mower Lumber Co. Railroad at Cass, W. Va.", the

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The idea for a ski slope and the improvement and operation of the cave should be encouraged as a private program. We believe that if private and pub-

(Turn To Page 10)

2a BLESSINGS Masonite Plaques house, kitchen, and anniversary. Gold scrolled $1.00. Personalized, 303 Fifth Ave., New York, New York.

NOTICE

Several years ago we agreed that should we ever become separated, you would use the magic code symbol "NX" and I the letter "G", and through these we would be re-united. I have now found a wonderful home and a beautiful life and want you to rejoin me. If you see this ad in any of the many papers [illegible] it will appear, an

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* * * * *

Sometimes we feel that we would rather have been hanged beside John Brown than to have been born in a State which is ashamed of its existence; one which has no honor, loyalty nor fortitude; one which teaches its children to be ashamed of it and all but directs them to leave it.

* * * * *

Tail-endism will continue to be West Virginia's lot until that day when we achieve some degree of unity, loyalty and self-respect.

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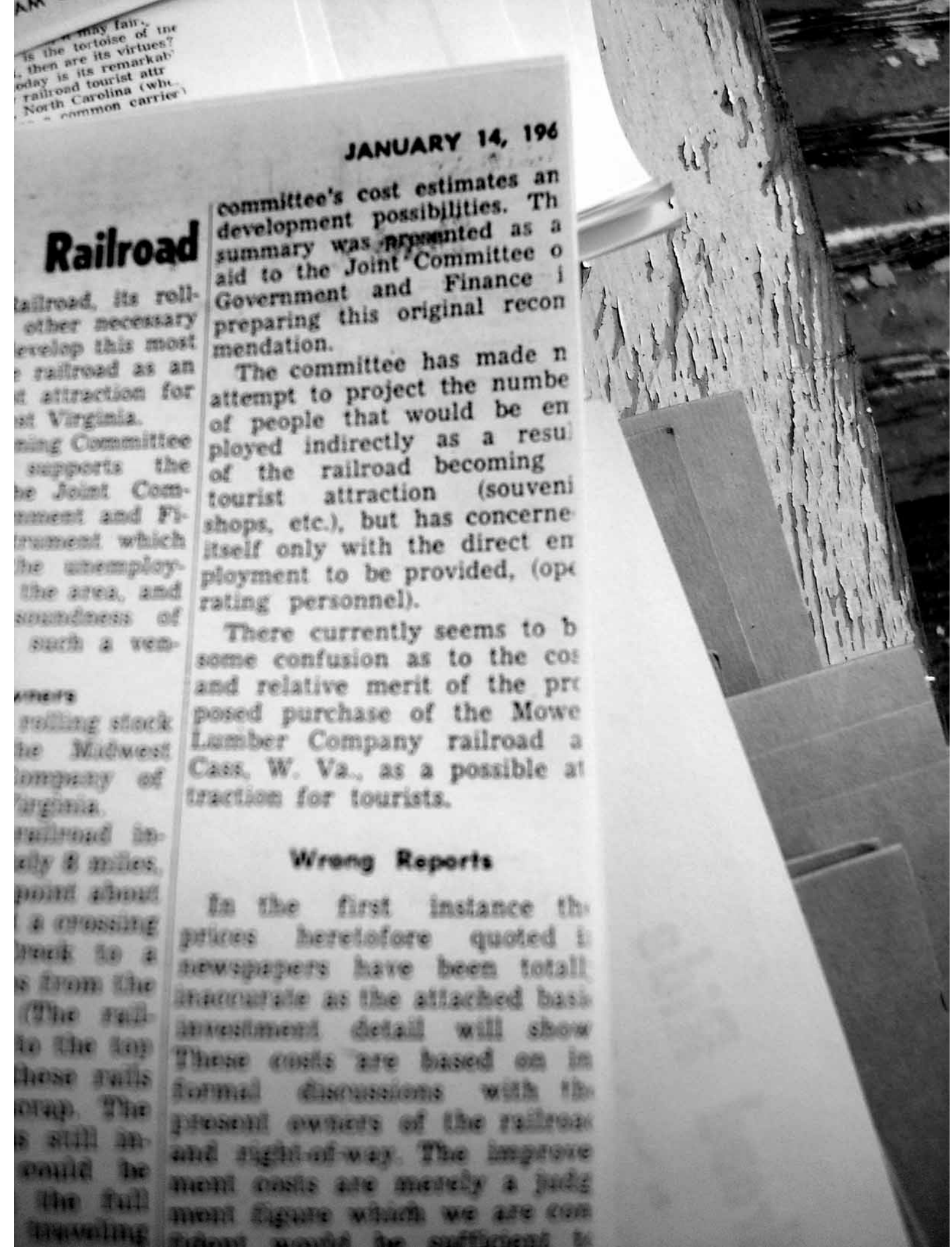
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All my love,
"G"

Lobban Funeral Home

Service since 1900
Member of A F D S—
National Funeral Directors Asso.
West Virginia Funeral Directors
Greenbrier Valley District Asso.
Oldest Funeral Name in the Greenbrier Valley
Ambulance Service Any Hour
Phone HI-5-3141
Alderson, W. Va.



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JANUARY 14, 196

Railroad

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Panhandling

BY JOHN W. BARGER

...to start if any indication, ...re going to have a rough ...ter over here in the Eastern ...nville mountains. On Sun- ...Dec. 11, about a foot of ... fell, and there has been ...ow at the ground and snow ...ed in our driveway ever ...

...At this writing, on Jan. 4, ...ere wind is whipping snow ...the Alleghany Front across the ...ley in back of the house. ...The thermometer was at 28 ...grees at 7:30 and has dropped ...ut 6 degrees to 22 in about an ...hour.

...For three days in a row we ...couldn't move a car through ...the driveway and had to depend ...on friends meeting us and ...dropping us off at the end of ...the lane in order to even get ...to the supermarket and the post ...office.

...Everybody is tired of being ...housebound. Dispositions have ...shortened; tempers flare, and ...the tensions of confinement ...mount. Every mother we talked ...to during the holidays said she ...would be glad when school ...started and the kids would be ...out of the house for a few ...hours each day.

...Our wood supply for the fire- ...place has dwindled to the point ...where we ordered coal to sup- ...plement it. And not the least ...of the irritations that come with ...such weather was the terrific ...gas bill we got the other day.

...In other words, we're sick ...and tired of this weather and ...already look forward to the ...coming of spring.

Reads The Letters

...One department of every pub- ...lication that we always read is ...the "Letters to the Editor."

The Complete Truth Back of the Proposal to Buy the Cass Railroad

(From Page 4)

...ile capital are encouraged to work jointly in a development as has been proposed then not only will the tourist stand to gain, but the state, local government, and all those concerned will gain, both financially and in the self-satisfaction that generally accompanies this type of undertaking.

The question which seems to be most prominent in the minds of those directly or indirectly interested in this project is the value of the railroad to the present owners. The value to the owners, however, is not directly in proportion to the value the railroad would be to the state and its development program, and we believe the attached summary of initial costs would certainly give the owners a fair return on their investment, and its value to the state, at these suggested costs, cannot be measured in cold dollars and cents only.

But what should also be considered is the value to the state in the development of the tourist trade. Experience has shown that where the tourist capital and local capital are encouraged to work jointly in a development as has been proposed then not only will the tourist stand to gain, but the state, local government, and all those concerned will gain, both financially and in the self-satisfaction that generally accompanies this type of undertaking.

COST OF FIRST SUMMER

Personnel Per Week

1—Engineer	$ 84.00
1—Fireman	72.80
1—Brakeman	67.20
1—Conductor	67.20
4—Laborers	257.60
1—Clerk	40.00
1—Supervisor	100.00
10	$688.80
Coal (24 1-2 tons at 8.00)	196.00
Material and Supplies and Minor Repairs	200.00
Insurance	39.20
Food	130.00
TOTAL	$1,254.00
Less: Income 70 persons per day @ $3.00 per person	1,470.00
NET	$ 216.00

The operating costs for the first summer of operation as outlined calls for ten operating personnel at the going local rates for this type of employment. These costs have been converted to a 7-day work week (56 hours) and based on an initial summer's operation of 30 weeks (April through October). If, however, a ski slope is added the winter months will provide additional revenues with corresponding additional costs.

Each engine trip from Cass to Bald Knob requires 3 1-2 tons of coal at an estimated bulk purchase price of $8.00 per ton to the state, thereby requiring $196.00 of coal for a week's operation.

Other material and supplies are computed on the basis of requirements to "build up" an adequate stock of parts and supplies over a year's operation. (Initially this is not as important as it may seem as the railroad and rolling stock would be put in first class operation through the initial investment and heavy maintenance should not be a significant problem for three or four years.)

The insurance has been computed on the basis of .0 1-2c per person per engine mile. This is probably high but an experience rating will have to be established over one or two years operation.

The cost of food is based upon the present cost of preparation in volume. This cost was established by the experience of the present logging operation in preparing for 60-120 persons.

The income is based upon an average of 70 passengers per day. The cost to each passenger would be $3.00 and this would include the ride and a meal at the top of the mountain.

These estimates are based upon the local labor rates and probable costs of repairs if the railroad is initially put in good working condition. However, we believe the estimate of 70 passengers per day is low and any increase in passenger traffic would increase the revenue without a corresponding increase in operating cost.

It should be made very clear that this committee or other proponents of this project do not advocate its purchase at the expense of other worthwhile conservation or tourist attractions, but, unless positive action is taken, and taken quickly the state will no longer have such an attraction available to it, whereas other natural attractions can be deferred without a loss in either direct value or potential.

Estimated Basic Investment Cost Of Railroad at Cass

Cost of railroad and necessary rolling stock, including approximately 8 miles of track, 2 Shay type locomotives and 8 flat cars (plus stock and parts)	$100,000.00
Cost of 8 miles of right-of-way and approximately 200 acres of land on Bald Knob	25,000.00
Improvements of railroad and rolling stock	80,000.00
Park area on Bald Knob	25,000.00
Other improvements (station, engine garage)	30,000.00
Cave improvements? Ski slope? hunters' cabins? etc.	40,000.00
TOTAL	$300,000.00

(The improvements enumerated above should employ 65-70 men for a full 52 weeks).

Winner of the Seventeenth Summer Literary Competition

1—Supervisor	100.00
10	$688.80
Coal (24 1-2 tons at 8.00)	196.00
Material and Supplies	200.00
Minor Repairs	39.20
Insurance	130.00
Food	
TOTAL	$1,254.00
Less: Income	
70 persons per day @ $3.00 per person	1,470.00
NET	$ 216.00

present owners. The value to the owners, however, is not directly in proportion to the value the railroad would be to the state and its development program, and we believe the attached summary of initial costs would certainly give the owners a fair return on their investment, and its value to the state, at these suggested costs, cannot be measured in cold dollars and cents only.

But what should also be considered by the State in establishing a value would be the number of persons to be employed, and the aid to small local businessmen such as hotel owners, service stations, restaurants, stores and the like. Of course, any aid to business such as these have a direct relationship to the economy of the State which would be derived in the form of Consumers' Tax, Business and Occupation Tax, gasoline tax, hunting and fishing fees and the like.

The State of West Virginia has at its disposal in the area of the Cass railroad the heritages which have been the trademark of West Virginia in the past and also those that are playing an important part in the future of the state. The heritage of the past—an 1880 model steam locomotive lumbering up the side of a mountain to a peak unequalled in height by any railroad in the eastern United States. And just a short five miles from the

tract the tourist was undertaken? We believe the answer is quite obvious.

The operating costs for the first summer of operation as outlined calls for ten operating personnel at the going local rates for this type of employment. These costs have been converted to a 7-day work week (56 hours) and based on an initial summer's operation of 30 weeks (April through October). If, however, a ski slope is added the winter months will provide additional revenues with corresponding additional costs.

Each engine trip from Cass to Bald Knob requires 3 1-2 tons of coal at an estimated bulk purchase price of $8.00 per

railroad and rolling stock would be put in first class operation through the initial investment and heavy maintenance should not be a significant problem for three or four years.)

The insurance has been computed on the basis of .0 1-2c per person per engine mile. This is probably high but an experience rating will have to be established over one or two years operation.

The cost of food is based upon the present cost of preparation in volume. This cost was established by the experience of the present logging operation in preparing for 60-120 persons.

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...ried many of his ... great success, but ... which is also ... our friends, is a ... marinade. It is ex... steaks, especially ... tough side, cooked ... or out.

... for even tender ... est in this for 6 ... before grilling and ... on't have delicious ... find 4 to 6 hours ... enough for our ...

... 2 cup of olive oil ... oil, 1-2 cup of soy ... 2 cup of bourbon ... d 2 small onions ... 2 chopped cloves ... d 3 tablespoons of ... esh or preserved ... l teaspoon of fresh... lack pepper, 1 tea... ry mustard and a ... e vinegar. Use for ... ell.

... ds like a waste of ... ey, but you don't ... a brand like Jack ... ry that cheap stuff ... pull out of the ... guests arrive.

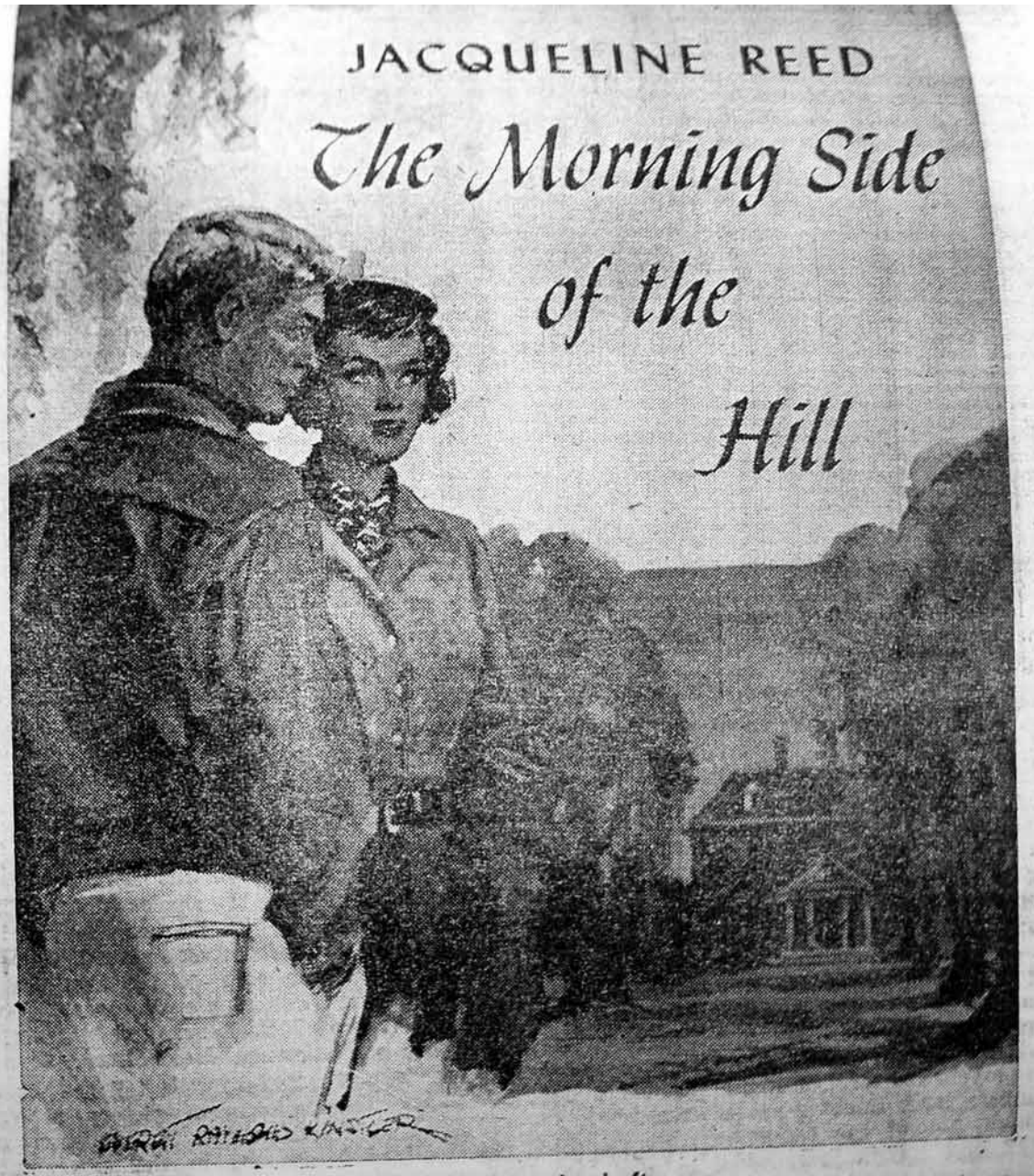
Commercials

... handler's nomination ... everest of the new ... commercials goes to ... Chung King chow ... mein in an elevator and the other for Pontiacs where the two power shovels have a discussion of the car's fine points.

Most TV commercials are dull and insane, apparently aimed at a three-year-old mind, judging from the reaction of our Betsy. But the two we have mentioned might even sell chow mein and Pontiacs.

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Only 140 Books Left
Hillbilly Bookshop, Richwood, W. Va.

A Tourist's Prevue of a Cass Railroad Ride

By Ivan N. Hunter

Last summer, after we hiked up Hills Creek near Hillsboro in Pocahontas County and took some fine shots of the Falls, we thought that we had seen the ultimate point of interest in that section of West Virginia. But, how wrong we were.

Just this past weekend, we returned to Pocahontas County and found another amazing facet of interest in this unique county.

The day that we found another exciting chapter in the story of Pocahontas County was last Saturday and the place was Cass, a small mountain village crowded by the Allegheny foothills to a precarious perch on the banks of a turbulent river named Greenbrier.

Last Train From Cass

I was in Cass not to meet the friendly people or to admire the unequaled scenery or draw into my lungs, the pure air of the hill county. I was in Cass to take a ride on a mountain railroad and when we arrived in the community at eight in the morning, the object of the affection of just about every rail fan in the eastern part of the nation was puffing saucily on a side track, taking on water. "Number Four" and

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"Number Four" is a rare bird because, to historians, the railroad, she represents one of the last of the shay engines that laughed at the steep hills of West Virginia back when the prime in the early days of the present century.

If you haven't been reading the West Virginia Hillbilly you might not know that Russell Baum, a rail fan from Pennsylvania, came down to the State Capitol and talked to the lawmakers during the special session with such convincing salesmanship that the men paused talking politics long enough to set up a special subcommittee to investigate the pros and cons of his idea of buying the railroad for a tourist attraction one of the last steam shay lines East of the Rockies.

To Decide Sunday

The subcommittee meets this coming Sunday at the Capitol in Charleston to decide on just what it will recommend to the legislature when it convenes in January. Most of the committee members have indicated privately that they will advise that the state purchase the rolling stock of the former Mower Lumber Company and turn it into a rail buffs paradise.

The town of Cass, with its only industry shut down and sold at the auction block, resembles one of those frontier western ghost towns after the mother lode played out.

Narrow streets of white two story houses, many of them now deserted and up for sale, bear witness to the time when lumber was king and over 168 families lived in the booming community.

Old-timers bronzed by the many seasons of logging in the surrounding mountains sit idly on the porch of the boarded-up company store and with only the least prompting will tell of the roaring days in the past

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Most of the young folks have moved over to nearby Greenbank where they have found jobs at the Radio Astronomy Center in an unheard of project of sorting signals from galaxies in the outer fringes of space.

(Turn to Page 10)

Spokesman for the only state that can own an up hill railroad.

The WEST VIRGINIA Hillbilly

SINGLE COPY 25¢

VOL. II NO. 49 NOVEMBER 12, 1960 RICHWOOD, WEST VIRGINIA

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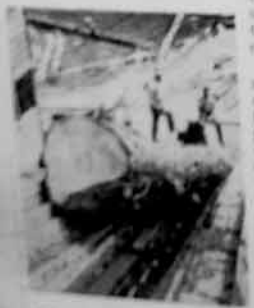
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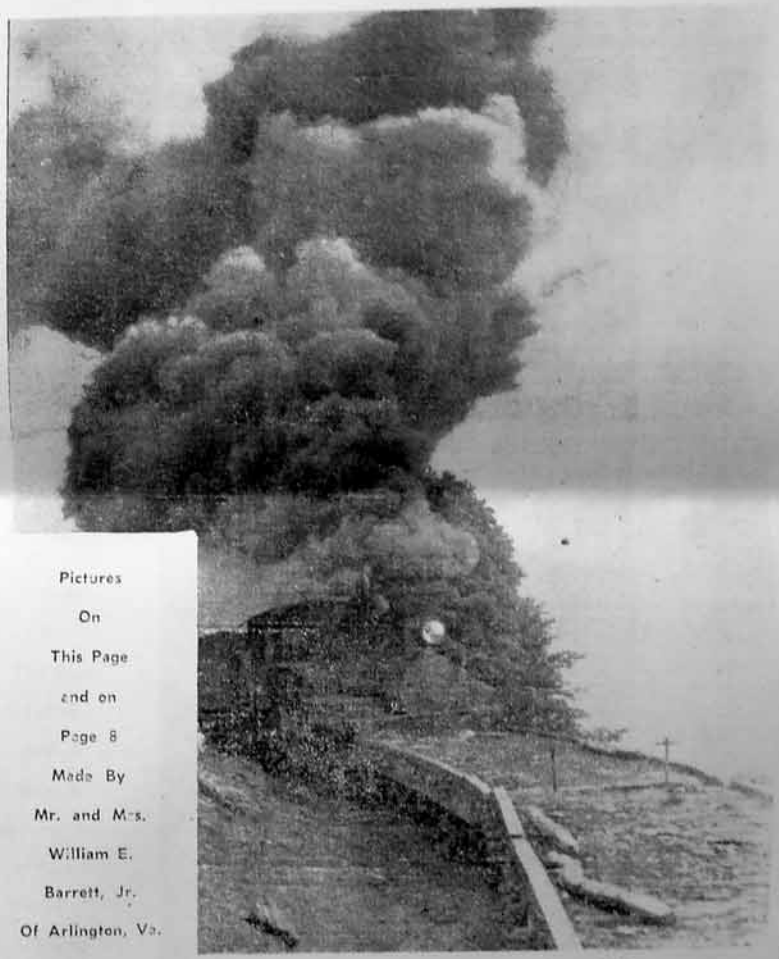
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(Turn to Page 14)



Pictures On This Page and on Page 8 Made By Mr. and Mrs. William E. Barrett, Jr. Of Arlington, Va.

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STATE OF WEST VIRGINIA — MONTANI SEMPER LIBERI — PRESS — JUNE 20 1863

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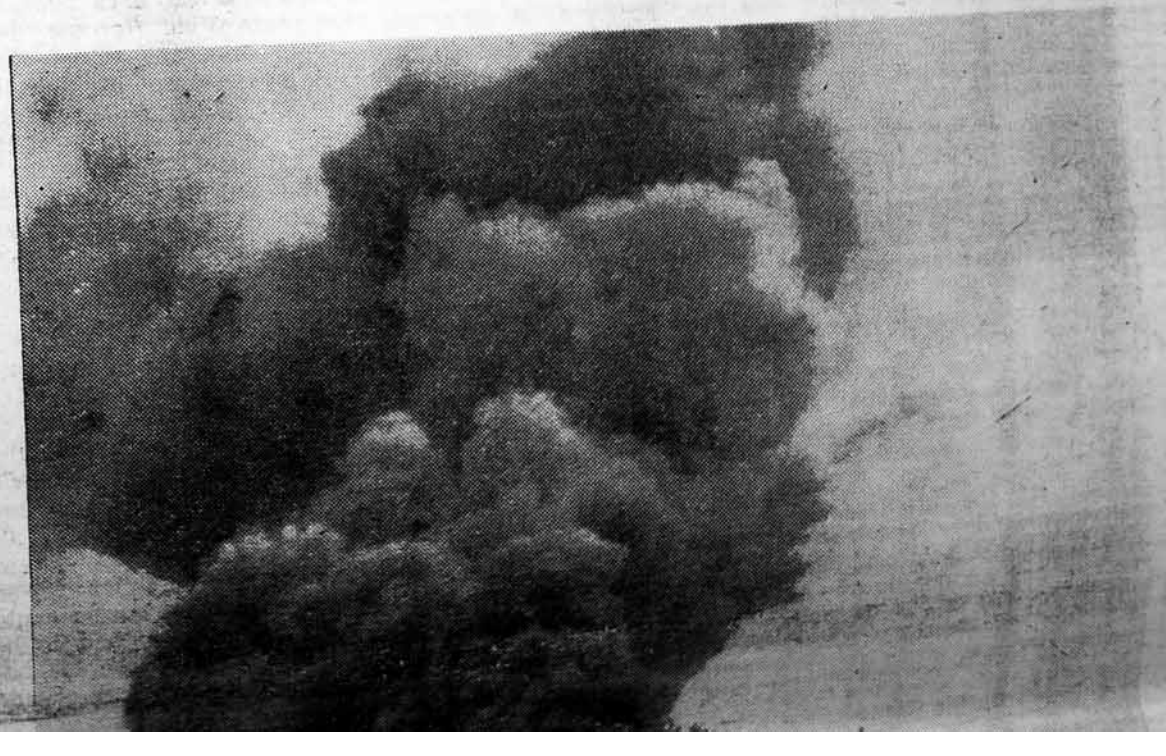
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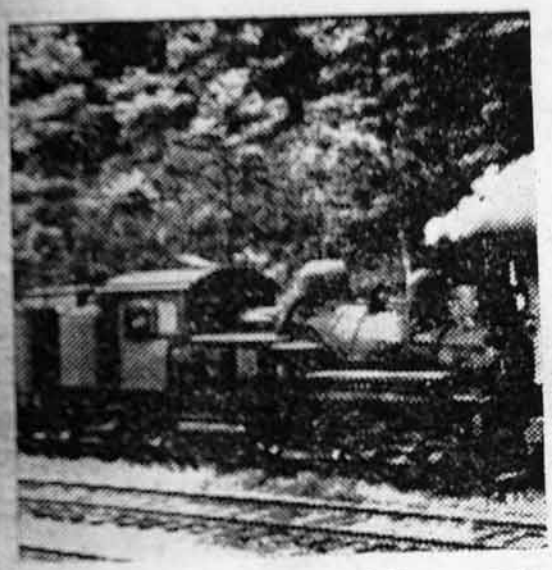
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Let's Save the Railroad!

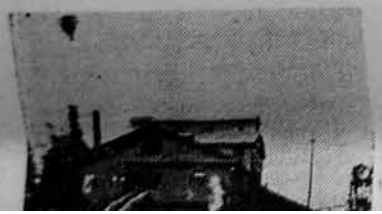
RUSSELL BAUM MAKES PLEA FOR "EASTERN" PRESERVATION



The railroaders call this "clawing" and the old coal-burner is sure clawing up Cheat.



Old No. 4 gets shifted. This is up in the mountains six miles above Cass.



From Page 1

the Strasburg. There is not even a close comparison on this score. The negative point, of course, is location. But I'd like Mr. Wilburn to tell you about the amount or lack of I should say, local trade. It's mostly long distance traffic. The EBT is located at Orbisonia, Pa., and the Strasburg at Strasburg. If you fly I'd be willing to meet you at Harrisburg and if you drive, either in Sunbury or Orbisonia.

I think one of the great appeals in any newspaper drive is partly sentimental. I talked about it on our trip. I avoided it during the legislature talk on purpose. But to reiterate the appeal to me is this. Whereas we've set aside Mountain tops, forests galore, streams and valleys, rocks and monuments as national and state parks — very little has been done to preserve the most cherished heritage of all — our human heritage.

And where is the preponderance of human heritage? It's in the East. The Pennsylvania Grand Canyon tries to emulate the Grand Canyon of the Colorado. The Great Smokies and the Hills of West Virginia 'ry to be eastern pretenders to the Rockies. But no matter how hard we try the Monongahela National Forest will never compare with the forest of Sequoia National Park with its towering 300 foot giants up to 40 feet in diameter.

Want to Be Something Else

There is no tree in the Allegheny forest that would give 700,000 board feet of lumber. There is no canyon in the East quite like Yosemite—Tallulah Gorge in Georgia comes closest, 3000 miles behind. And there is no all around park like Yellowstone. And there is no grandeur in the world quite like looking at Mount McKinley (called Mt. Denali

the cost of salvage rail at about $1.50 to $2.00 per foot. And the more of these places we add, the more attractive a travel package the East will be — or for that matter keeping a perpetual West bound tourist East (like me).

Let's Preserve the East

As an aside — if at this time I could land an attractive job in the West I'd do so. I love to travel — and that is becoming the American pastime—and will continue to do so. And with places like the proposed Cass layout I'll have no need to be out West to be steeped in the beauty of America. I'll be able to do it at home. And yes, we do have some of these things here, such as Williamsburg, Hopewell Furnace (an iron furnace Nat'l Park in Pa.) along with scores of military parks like Gettysburg, which memorialize and perpetuate wounds of the past with hunks of stone strewn over the landscape.

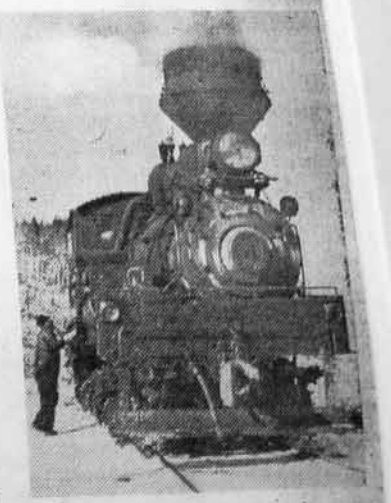
Let's face it: We've come short of preserving the glory of our East. At Cass we can combine the serene beauty of the East in its finest with the transportation mode that made America — the Railroad.

And showing steam in its finest hour, a symbol of a passing century of tradition, is a nostalgic item that will live in the hearts of men for time to come; the personal and romantic throbbing of a steam engine along with its plaintive wail!

What American father will not fail to rationalize some reason to take his son for a last look and a return look for that matter? You talked on the trip about the West capitalizing on the Cowboy. How about Paul Bunyan and the Lumberjacks? Were they not as colorful? Who doesn't use lumber? And who doesn't thrill to the thought of a rugged lumberjack deep in the woods calling out in resonant tones — "Timberr"? How many people have gone through an honest to goodness saw



Brakeman Barclay walks his last day on the empties. His job finished on June 30. He is a valuable man if put to work to take the tourists for a ride.



These pictures were made by Mr. and Mrs. Wm. E. Barrett, Jr. of Arlington, Virginia, two train lovers who come, or did come, to West Virginia to worship at the altar of the great god Steam. This is No. 4 Shay at a Cheat water stop.





Old No. 4 gets shifted. This is up in the mountains six miles above Cass.



This mill was built in 1921, replacing one that burned. Hillbilly feels that this old mill shouldn't go, that down the years it will pay the state a pretty penny as a souvenir of the past. A logger's museum could be garnered here.



That's a log loader, children. Sure you know now. But there will come a day when you won't. Unless the state of West Virginia, or its businessmen, have the wisdom to preserve this rich heritage.



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Can the East top that? Yes, it can. Not by trying to match that which makes the West great, not by matching mountain peak for mountain peak; but by preserving that which made America great, by preserving that which the East in our history books is noted for—its human heritage.

True we have beautiful forests and hills in the East with a certain unusual sylvan beauty to set them apart from those of the West, but it's not a dynamic beauty as with the West. And it's not going to draw people from the Midwest East when it's just about as easy for them to travel West. But it's a combination of our pastoral beauty combined with the dynamism of our rich human heritage that will draw people to the East. Why do people go to Europe? Certainly not to listen to people speak a language they can't understand or to see scenery we can surpass several times over in our own backyard. Nor for the opportunity of spending the $500 round-trip airplane fare. It's the human heritage in Europe —the museums colosseums, pyramids, that take people there. One note—a local friend of mine

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Last year in Longview, Washington, I went through the Weyerhauser Mill. There were 25 in our party. Tours were hourly every day of the week. Absurd? No! In a large center of population—no. Just a pure genuine interest in our human heritage—lumbering. And remember, this is just to see a mill operate. There's no ride involved. No scenery to see. It's not next to anything else of interest. There's no timbering to watch. It's just to look at a saw mill.

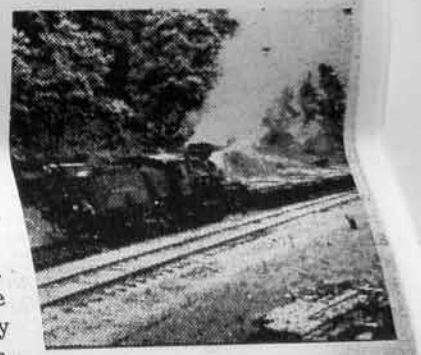
We Have So Much . . .

My father-in-law travels East and hauls me around on jaunts for guess what — just to see the remains of old iron furnaces. And there are crowds at the developed places like Hopewell. Why? You know why. And yet there's nothing operating at these places. All there is are guides, pamphlets and restored and reconstructed remains. So, plus these three vitally interesting facets of our heritage we have added at Cass a perennial favorite—a cave; and of course the not to be forgotten heritage of our future—the National Radio Astronomy Observatory at Green Bank. Believe me there's a Gold Mine in Them Thar Hills and it's not in California.

And you can continue to ask me for any possible further help I may give. I want nothing more out of it than the feeling that I've done something for a good cause and the



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Last empties come from the Cheat woods. It's the last day of a sixty year span. West Virginia add 160 to its unemployed.



Clyde Galford brings in wood from the hills. This is truly a picture of West Virginia's glorious past.



This mill was built in 1851, replacing one that burned. Hillbilly feels that this old mill shouldn't go, that down the years it will pay the state a pretty penny as a souvenir of the past. A logger's museum could be garnered here.



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The old choo-choo comes to a bit of land on the level between the two switch-backs on the side of Old Cheat.

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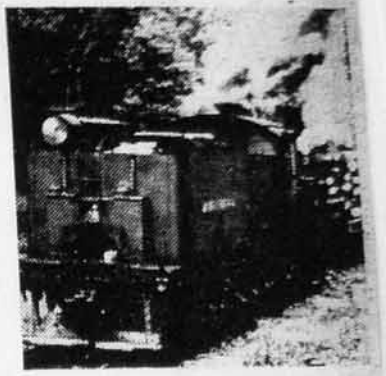
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And you can continue to ask me for any possible further help I may give. I want nothing more out of it than the feeling that I've done something for a good cause and the self-satisfaction that that gives and the knowledge that future generations and myself will have places to go in the East in quest for rich vacation spots.

Russ Baum

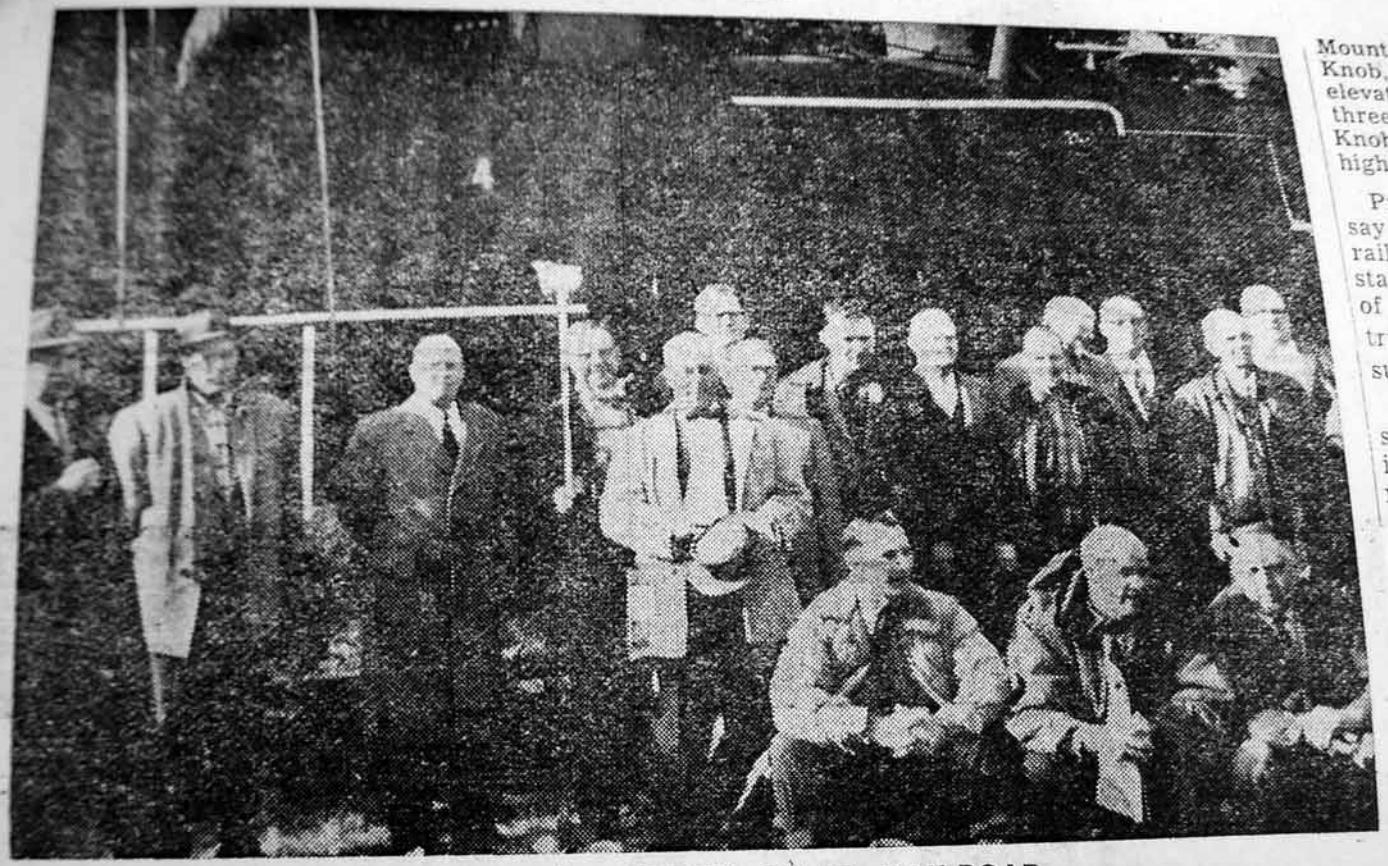


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Clyde Galford brings in wood from the hills. This is truly a pict're of West Virginia's glorious past.

People, who are deeply interested in the fate of the Cass railroad have been asking me if it is maybe possible to have a mass meeting somewhere in in the state. Any suggestions along this line from readers?



THEY BEEN WORKIN' ON DE RAILROAD

If West Virginia buys the railroad at Cass, and thus fills its coffers with tourist dollars these men who met on the inspection trip two weeks ago. They are: (sitting left to right) J. C. Cruickshank, Jim Comstock, and Harry Pauley. Standing: Don Crislip, Ted Riffe, Carl Frasure, Dick Bowman, P. F. Long, Robert Jacobson, A. L. Reed, Carl Gainer, C. H. Koontz, Don Mower, Ward M. Dawson, Sr., Mr. Yoke, T. G. Matney, and Herb Schupbach.

Mountain to the top of Bald Knob, which has a reported elevation of 4,857 feet—just three feet less than Spruce Knob in Pendleton County, highest point in the state.

Proponents of the purchase say that the steep, old-style railroad, with the old diamond stack steam locomotive capable of laboring up the scenic countryside, plus Cass Cavern, a sure-fire tourist attractions.

The underground waterf said to be about 200 feet hi is within the cavern near railroad.

Cass Train Report

(From Page 1)

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Harry R.

NOVEMBER 12, 1960



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er," is interested in buying the railroad if the state decides against making the purchase. His reported offer is about $75,000.

Co-Chairman Harry R. Pauley (D-McDowell) pointed out that the Government and Finance Committee lacked a quorum to take formal action Sunday. The total of four members present was two short of the quorum required for the 10-member committee to do business.

Pauley said he was reasonably certain, however, that the full committee would approve the decision to talk about the matter further with the Conservation Commission. The other three members present were Sen. A. L. Reed (R-Preston), Del. Herbert Schupbach (D-Wetzel) and Del. Ward M. Dawson (R-Morgan).

Will Meet Nov. 13

The committee set Nov. 13 for its next meeting. More positive action is expected at that time.

A note of urgency was injected in the meeting by a letter from Midwest Steel Corp., which has indicated that it wants to remove the railroad before the weather gets cold if no sale is made.

Committee members decided they don't have the authority to take a proposed $5,000 option on the steel and rolling stock of the railroad.

Pauley said the powers of the committee could scarcely extend beyond making a favorable recommendation to the next Legislature, which convenes in January. Meanwhile, he said he thought the Conservation Commission should look at the matter in relation to its total program and make a report to the committee at its earliest opportunity.

A long petition signed by West Virginia University students in support of the proposal was brought to the attention of the committee.

Story of the Road

Committee members took an inspection tour on the railroad Oct. 22. Their power to study the feasibility of making the purchase was granted at a recent special legislative session.

The railroad starts at the town of Cass and winds along Leatherbark Run up Cheat

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Between sessions of two legislative committees Sunday, interesting senators and delegates discussed the possibility of issuing passes on the scenic Mower Lumber Co. railroad.

House Speaker Harry R. Pauley (D-McDowell) commented:

"This is the only railroad I know of that doesn't want to merge with another one."

...lahr's Speech

...m Page 5)

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Get Together

... can get together ...s of each of our ...It would be no

is the only criterion in determining whether we need more money or not. We shall talk about the improvement of educational quality, instead, or at least in addition. We shall try to work out ways of identifying and rewarding talent as distinguished from mere time-serving. It's talent that we want to get and don't want to lose—let's put our money there—we can always get warm bodies to stand up in a classroom and call the roll. We shall visit each other's campuses and learn about each other's problems and strengths first hand. I get tired of hotels—but never of campuses. We shall help each other. First we must sell, even more than we have, the values of higher education to the people and their leaders—make absolutely clear its indispensability to the State, to the Nation and to youth in the second half of the 20th century. We shall join in encouraging increased corporate giving to higher education and in educating all our alumni to the fact that their own education whether public or private, was heavily subsidized. Together we have avenues of approach to foundations, corporations, legislatures, churches and individuals and groups of all kinds that we may not have separately or alone.

We shall endeavor to explode the fallacies in the public mind, such as that tax-assisted institutions don't need private support, that voluntary contributions to public institutions reduce contributions to other institutions, that private institutions can survive by just keeping on raising tuition, that private institutions suffer unfair competition from low fees in tax assisted institutions. All of these are sheer nonsense. Let's scholarships. We are about to set up a joint statistical service and joint efforts in fund-raising. We hope to work more closely together increasingly in the highly important field of adult education.

The Latest Word on Cass Choo Choo

By Ivan N. Hunter

Just about everybody in West Virginia, and several other states too, with a few notable exceptions, has fallen in love with the Cass Railroad. This fact was brought out at the Legislative committee meeting held in Charleston Sunday, November 20.

A petition bearing the names of 1500 Marshall College students, along with numerous letters and wires, was read to the six man group before they unanimously voted on co-chairman Harry Pauley's motion to recommend the purchase.

The motion instructed Conservation Director Warden M. Lane, to get in touch with the owners of the railroad and rolling stock and attempt to get a reasonable price quoted for presentation to the full house membership when they convene in January for the 1961 session.

During the Sunday meeting Director Lane revealed some of the long range plans for tourist development in West Virginia by his Conservation Commission. The Director specifically mentioned the Seneca Rocks area and the Bluestone Gorge as projects whose development should have higher priority than the Cass scenic Railroad.

Lane expressed only mild enthusiasm for the development of the Cass line but told the committee that his department would be glad to operate the scenic line if the legislature followed the committee's approval and "give us enough money to run it on".

Listing some of his objections to the project the Conservation Commissioner noted that the town of Cass was almost inaccessable to concentrated tourist traffic. He also stated that the cost of acquiring and operating the scenic shay line might prove prohibitive.

Ted Rife, an employee of the radio-astronomy center at Green Bank, and an ardent spokesman for advocates seeking to preserve the last steam mountain line in operation in the eastern United States, disputed some of the cost figures quoted earlier in the hearing by Director Lane.

"The Bluestone Gorge and Seneca Rocks have been in place for a million years, and will last another million", Rife said. "But the Cass Line will be sold for scrap unless somebody takes action soon", Rife went on.

Disputing the need of an expensive lodge to house and feed tourists Rife explained that the state could purchase several old Pullman coaches and dining cars and set them off on a siding and the Cass Railroad would be in business, at a fraction of the cost estimated by Director Lane.

Even the amount of coal required to climb Bald Knob figured in the discussion. Warden Lane had earlier told the legislators that his department estimated that it would take ten tons of coal to make the steep ascent.

Railfan Rife challenged the tonnage figure and told the members that it would only take four tons to climb the mountain and "a half a ton to come down".

"We propose to hold a public meeting somewhere in the state, as suggested by the West Virginia Hillbilly, to plan for action to present our cause to the West Virginia Legislature when it convenes in January", the astronomy center accountant announced at the meeting. "Public notice of the time and place will be announced," Rife concluded.

EGAN WROTE HUMOROUSLY OF THE CIVIL WAR

One of the few humorous books on the Civil War is "The Flying Gray Haired Yank" written by Michael Egan of Parkersburg in 1888.

TWAIN'S PARENTS LIVED IN MASON COUNTY

The parents of Mark Twain once lived in Mason County.

Person to Person

R. E. Mathews of Weston will receive Hillbilly for the next 52 weeks with the Christmas ... at the invitation of WOR to tell tv and radio audiences of the Manhattan area why Hillbilly is ...

BILL KOHLL
509 TUPPER ST.
MARIETTA, OHIO

okesman for the state with two Universities.

The WEST VIRGINIA Hillbilly

SINGLE COPY 25c

VOL. III NO. 15 MARCH 18, 1961 RICHWOOD, WEST VIRGINIA

Time to Start Workin' on 'de Railroad

There is somebody who oesn't like a railroad. Some-dy who doesn't want to buy ie little Cass Railroad and end it to chugging up to the op of Old Baldy with a cargo f free-spending, fun-loving urists.

There's somebody that doesn't ant to put the unemployed eople of Cass to work running at little railroad, to building ie large tourist camps that will be necessary to take care of visitors.

That somebody is, first the Governor of West Virginia. He doesn't like it because if he did he would have said to the legislature, "Buy that little railroad and let it be the first olive out of the tourist jar. Buy it, boys, and let's give the people back a little something." The Governor has been made good father of the West Virginians by a great mandate and he is serving by the divine right of kings. But he didn't say do it, and it wasn't done. One wonders why the governor doesn't like the railroad.

The Senate of West Virginia likes the railroad and put it in the budget so it could be bought. But the House didn't like the little railroad and they said, no, they wouldn't itemize it. The House and the Senate have to agree or the budget can't be submitted and the legislature can't adjourn until they get together. So there was a kind of comprise.

"Let's put in enough money and if the Conservation Commission wants to buy it later, then they can buy it." That was nice on the surface, but it still means that there's somebody in power who doesn't like the little railroad and that the state will never buy it. Or so this paper thinks.

There is somebody who likes the little Cass railroad. This paper, for instance. But this paper isn't any judge because this paper is one man's opinion. So that can be discounted. But there are others who like the little railroad and that is just about everybody in West Virginia except the strong man on the budget of the state. Why they don't like it, nobody knows. One of the big men says it will take too much money and he talked about toilets on top of the hill and about other things. This paper said back to him, get the railroad first and then talk about those things. Be sensible. But the man got ruffled and the paper got ruffled and nobody got anywhere.

Now this paper predicts that if the thing is left up to the state, that the railroad will be sold to those people in Marion, Virginia, who would like to have it to attract tourists. But that shouldn't happen and this paper will scrap till hell freezes over or until the last spike is taken up and sold to the Old Dominion, which apparently has more gumption and leadership than the New Dominion.

If enough of you West Virginians are interested in buying stock to make this thing possible, now is the time to say your piece. Write this paper now as to what extent you can or will go. Write to us until we get a good organization to take over from there. also watch for a big meeting in the Civic Center or somewhere soon. At this meeting we will have experts on hand, we'll have lawyers to tell how to organize stock companies, and we'll have a treasurer on hands to take money.

Let's prove to the world that West Virginia doesn't have to go prowling around Washington for commodities for its people to live. Let's take what God has given us in good scenic negotiabilities and turn them into cash. Watch for further word from this paper.

However, it is possible for the state to do something. But this paper thinks the chances are molecular. This paper thinks it is a job for the people, not the people who represent the people.



Couldn't something like this . . .



. . . happen in our West Virginia hills?

Hillbilly's Salute to The Irish Is on

Time to Start Workin' on

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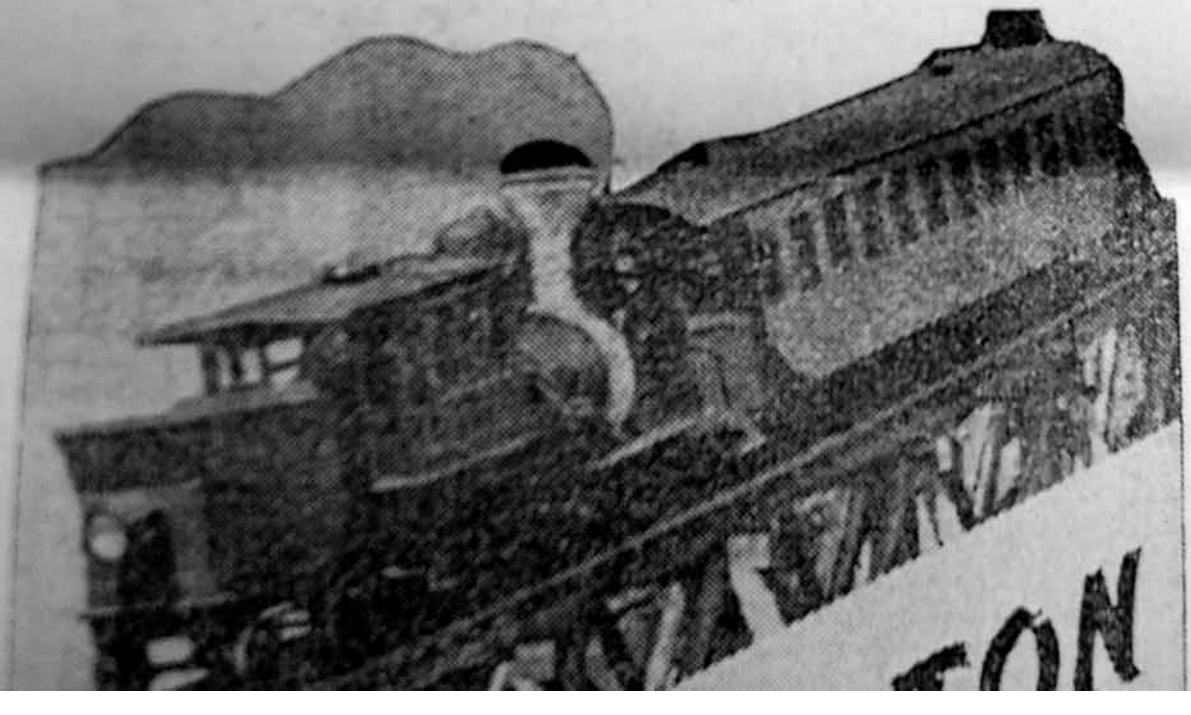
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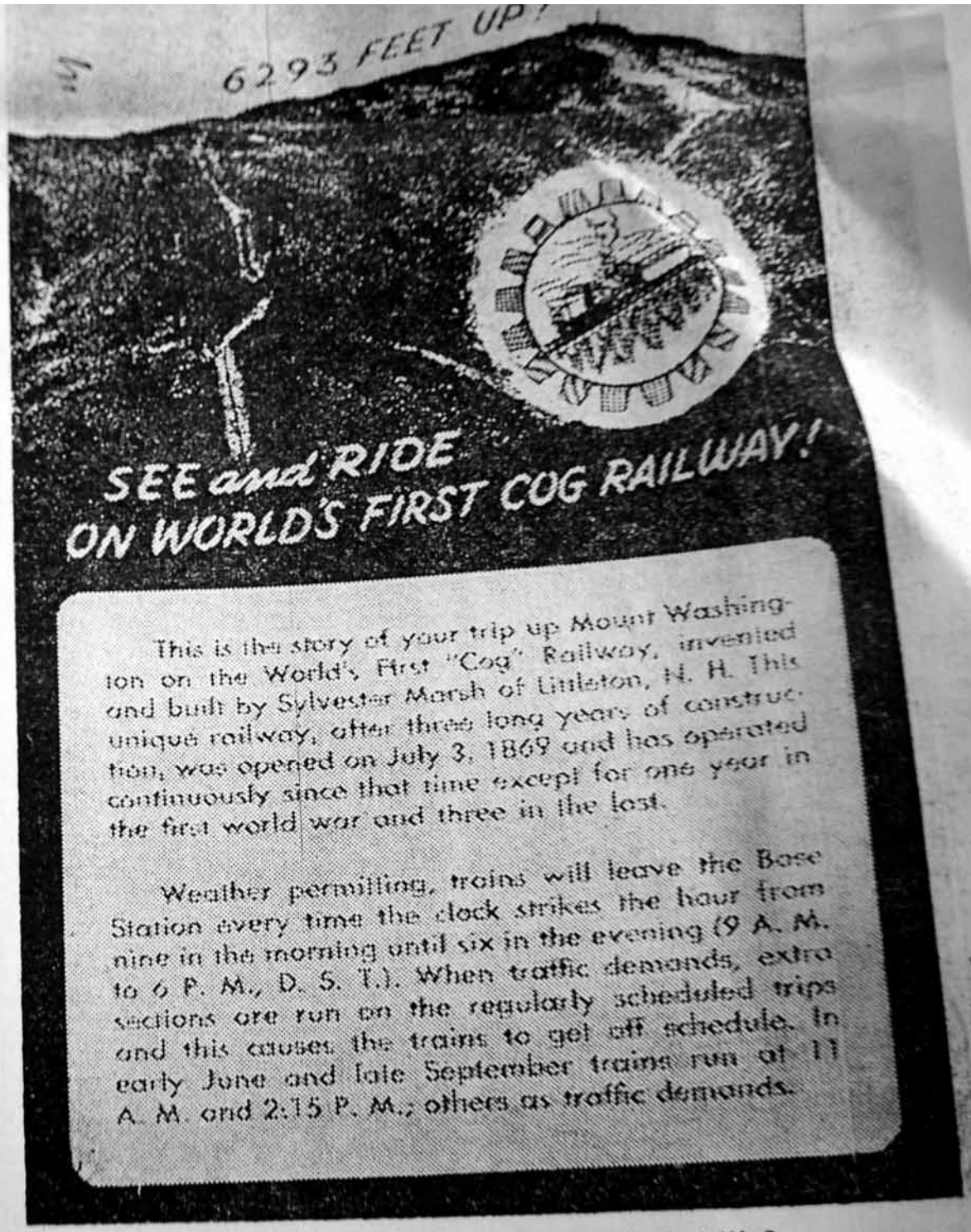


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There is somebody who likes the little Cass railroad. This paper, for instance. But this paper isn't any judge because this paper is one man's opinion. So that can be discounted. But there are others who like the little railroad and that is just about everybody in West Virginia except the strong man on the budget of the state. Why they don't like it, nobody knows. One of the big men says it will take too much money and he talked about toilets on top of the hill and about other things. This paper said back to him, get the railroad first and then talk about those things. Be sensible. But the man got ruffled and the paper got ruffled and nobody got anywhere.

Now this paper predicts that if the thing is left up to the state, that the railroad will be sold to those people in Marion, Virginia, who would like to have it to attract tourists. But that shouldn't happen and this paper will scrap till hell freezes over or until the last spike is taken



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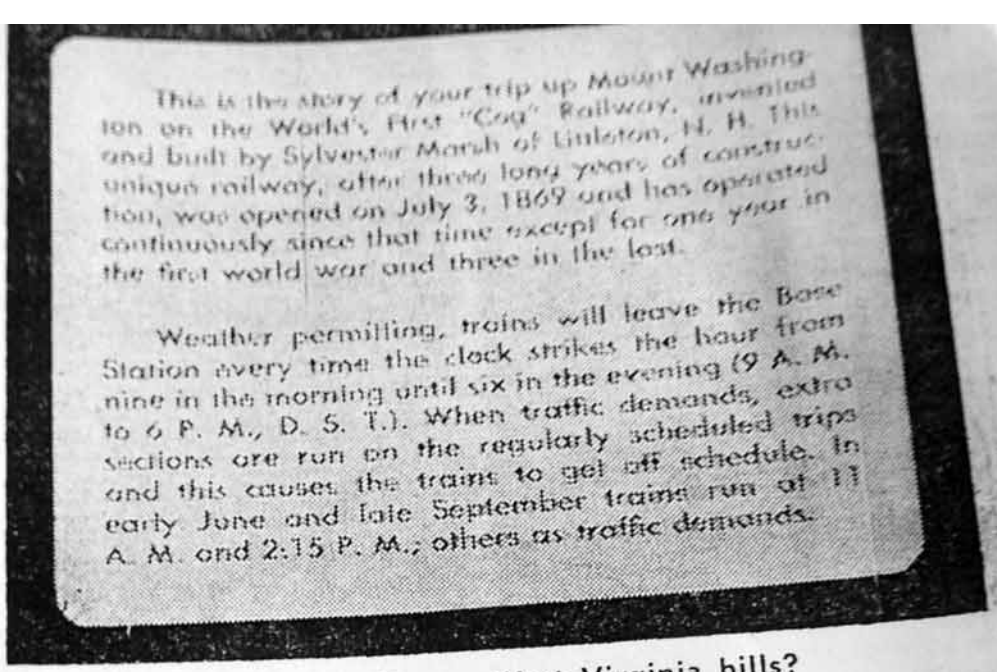
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If enough of you West Virginians are interested in buying stock to make this thing possible, now is the time to say your piece. Write this paper now as to what extent you can or will go. Write to us until we get a good organization to take over from there. also watch for a big meeting in the Civic Center or somewhere soon. At this meeting we will have experts on hand, we'll have lawyers to tell how to organize stock companies, and we'll have a treasurer on hands to take money.

Let's prove to the world that West Virginia doesn't have to go prowlng around Washington for commodities for its people to live. Let's take what God has given us in good scenic negotiabilities and turn them into cash. Watch for further word from this paper.

However, it is possible for the state to do something. But this paper thinks the chances are molecular. This paper thinks it is a job for the people, not the people who represent the people.

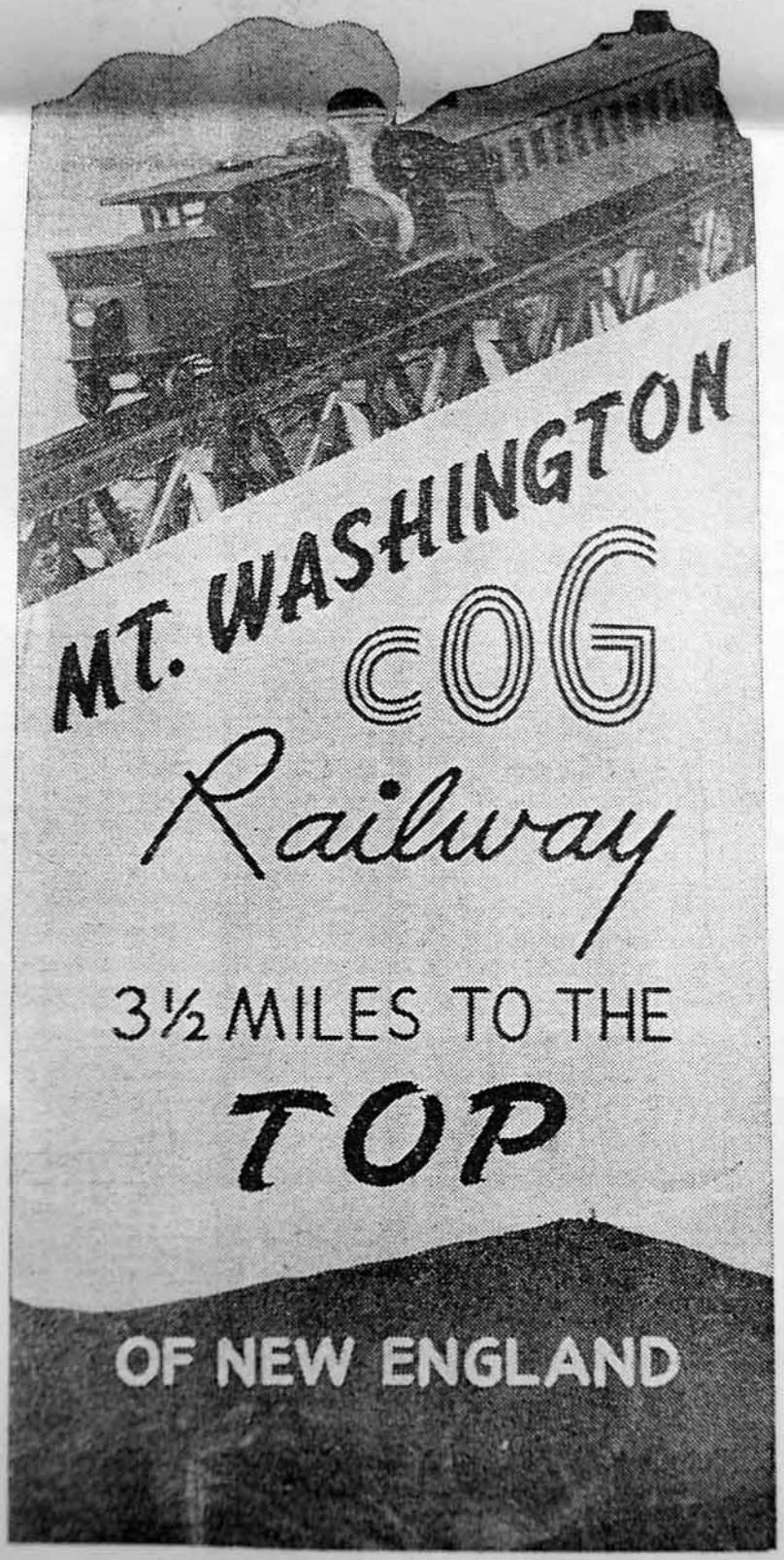


. . . happen in our West Virginia hills?

to The Irish Is on Page 14, B'gora!

urists.

There's somebody that doesn't ant to put the unemployed eople of Cass to work running at little railroad, to building ie large tourist camps that and let it be the first olive out of the tourist jar. Buy it, boys, and let's give the people back a little something." The Governor has been made good father of the West Virginians by a



Couldn't something like this . . .

the railroad and put it in the budget so it could be bought. But the House didn't like the little railroad and they said, no, they wouldn't itemize it. The House and the Senate have to agree or the budget can't be submitted and the legislature can't adjourn until they get together. So there was a kind of comprise.

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Hillbilly's Salute to The Irish Is

Complete Text of Russell Baum's Cass Railroad Plea

My purpose here today is to suggest the feasibility of the state of West Virginia's purchasing and operating a segment of the Mower Lumber Co. in Cass, West Virginia as an operating museum of railroading and lumbering—turn of the century style—for the benefit of the people of the state and as a major tourist attraction. And further, to show that this tourist attraction would pay its own way from its own revenue.

Railroads, and expecially logging railroads, have for the past 15 years been my primary hobby. Through business, the military service, and vacations, I have tarveled and seen most of the interesting railroads in 49 of our 50 states, Canada, and Mexico from the Cookuila and Zocateas to the White Pass and Yukon. In riding over the Mower railroad last October it occurred to me that few Railroad and none of the operating tourist railroads came close to matching the Mower in spectacular scenery. Further the most scenic part of the line is within 6 miles of Cass.

It was because of this ride that the thought kept mulling over in my mind that this definitely would be the line to preserve as an operating logging railroad to be promoted as a tourist attraction. It would be a natural for the state to include it in its Park System. This whole concept of a railroad park is not new. In 1947 the Edarville R.R. was born in Cape Cod District of Mass. with six mile of track around a Cranberry Bog. Today it is the most successful of the tourists operations. The passengers each year are in the hundreds of thousands.

Another tourist railroad is the Tweetsie at Blowing Rock, N. C., near the Smokies but in a remote section of N. C. I was told that last year they is the Silverton Line running from Durange to Silverton, Colorado. They are booked up in advance for tickets and a ride over their 45 miles of track requires a four day wait on the average. Today Durange is a booming tourist center. Hotel rates shot from $2.50 eight years ago to $7.00 today for a single, and the unusual part is that Durange is 450 miles from the nearest city of over 5,000 population and has to compete with such attractions as the Grand Canyon, Rocky Mountain National Park, and Yellowstone for the long distance tourists.

Another is the East Broad Top in Penna. It started this August with a five mile trip through some pleasant farm land. It is presently bettering expectations and Mr. Wilburn, the operaitng Vice President, expects to add to the line next year.

Although these other railroads are operating quite successfully, they have only one basic attraction, that is a railroad with an operating antique steam engine hauling poeple for an average of five miles over the track. The Mower Lumber Co. Railroad has far more to offer.

To start with, it would be the operation of a real railroad—most of the tourist lines are built for the occasion and for the historian type person, therefore lack interest.

The Mower does not merely go around in a circle or over an uninteresting stretch of land. The other lines operating in the East can come nowhere near matching its scenery. You would have the added interest of lumbering—turn of the century style—and lumbering in itself has a great appeal to many people. Today in the United States the only railroad logging by the old method of rail to logging point and skidder car tential to serve as a tourist attraction.

The engines themselves are very unique in the annals of Railroading. They are Shay geared steam engines complete with a real 1890 dimond stack. There are two switchbacks on the line. And I know of only two others left in the U. S.

There is an added attraction of a mammoth cave only about 50 yards from the suggested termination of the line on the hill. This cave has received innumerable write-ups in certain magazines. A cave in itself would attract numerous tourists, and the combination would make a very strong tourist attraction.

Then at Greenbank, five miles away is a large observatory that would help attract still more people.

The Mower operation would require the operation of only five miles of track and the purchase of six miles. This would take the line through its finest scenery, and five miles is the ideal length for this sort of thing.

Because the major investment is there, the cost would not be large and no more than scrap value for rail and engines.

To summarize—none of the other railroads serve any other purpose than to memorialize steam railroads, and none have operating geared engines or interesting scenery. With the Mower you have in addition the large interest in logging—the chance to show old time logging railroading at its best—and a large undeveloped cave.

However this is the last opportunity to do something about it. Unless it is stopped, the salvage company wants the tracks ripped up by time winter sets in. Building a new railroad would be prohibitive.

The highways for entering Cass

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Trainfan Baum, a Pennsylvania businessman, made this speech before the House of Delegates, Oct. 4.

W Va Hillbilly 10/22/1960

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To Buy or Not To Buy a Mountain Railroad

CERTAIN WEST VIRGINIANS OF GOODWILL TAKE A RIDE BEHIND A SMOKE-BELCHING LOCOMOTIVE, THE LAST OF ITS KIND, TO LOOK INTO THE FEASIBILITY OF THE STATE'S BUYING THE RAILROAD AS BAIT FOR TOURISTS, WHO HAVE FOND MEMORIES OF STEAM.

One barometer of aging I think is a propensity to associate a contemporary art with a half-remembered tune or the half-forgotten words of an old song. Last Saturday there kept coming to my mind's ear bits of an old hymn that I used to listen to, but was never brave enough to participate in, about life being like a "mountain railroad with an engineer that was brave" and admonished me and the rest of the congregation to "make the run successful from the cradle to the grave".

The "contemporary" association was a real Mountain Railroad, one which I felt was approaching a premature grave as its work being done in the woods of Cheat above Cass in Pocahontas County was done and it, track and locomotive, was being sold for scrap. I had fortunately, and somewhat miraculously, been the engineer that was brave in a bit of legislative maneuvering that brought the depredation to a standstill until a delegation of legislators could look into the matter of preserving this vestige of steam for a possbile tourist attraction.

Meet In Marlinton

The day of looking into the matter was Saturday at Cass and I was invited by Legislative Auditor Clarence H. Koontz to be at the point of assemble at Marlinton at nine o'clock. I left Richwood early so that I could drive slowly over Kennison mountain and absorb the autumn beauty for which this drive is famous. There are drives more beautiful in the world, I suppose, but I have never seen them. The day was exactly right as to weather and temperature. At 7:55 I started down the Pocahontas side of Kennison and stopped here and there just to look at it all. Early morning [illegible] but concentrating quite lecherously upon a herd of young heifers in a field, who exasperatingly pay him no mind at all but graze on with the hard-to-get nonchalance of the gender.

The first man I meet at Bill Sperry's El Poco, the appointed place in Marlinton, is Mr. Koontz himself who is standing in front of the place and wondering why it isn't open. He tells me where Senator Carl Gainer is in the motel. I go there and after a while Senator Arch Reed comes in and we all go to breakfast, the place now being open and bustling. At one booth are Mr. and Mrs. Koontz and at another is Delegate J. C. Cruikshanks. Speaker Pauley comes in.

Ike and Taxes

Bill Sperry introduces me to a stranger, a fellow by the name of Gambill, who is a tax lawyer, and who stops at Bill's place when passing through that part of West Virginia. "Tell him that story", says Bill and Gambill haltingly tells what he had been telling Bill, something about how President Eisenhower evades taxes by renting his Gettysburg farm to George Allen and Clint Murchison or somebody. None of it is clear to me, or even interesting, but the fellow gets to talking about how big shots play up to the President and he starts talking about this fellow who gets invited to the White House and how he works the deals that keeps him on the invite list. One involved a book, and is a story, I think, worthy of the prints.

At a dinner Eisenhower spoke of a poem that he hadn't read in years, but would give a farm —or maybe a golf course — in Georgia for if anybody could locate it. He said the poem was about [illegible] tion. And there are others. Dick Bowman, whom I know and Dr. Frank Callendar of the Green Bank observatory. "Meet Dr. Phillip Newell", somebody says and I shake hands with a subscriber whom I have heard much about but had never met.

Strangely enough I learned about Rev. Newell, Presbyterian pastor at Greenbank, when I went to New York that time to check the Big City for its poverty and depressed areas of people following the dressing-down that the Saturday Evening Post gave West Virginia. One of the social workers there told me about Greenbank's Rev. Newell. And others had told me about him, how he is known as the Hotrodding Circuit Rider in a Jaguar. He was there and so was his Jaguar. And so were his wife and children. I have never met a more delightful family.

And there were others there at the station. Tom Edgar, for instance. Tom is running for House of Delegates (Democrat) from Pocahontas. He is the "half man" that Pearl Buck describes in her chapter on Hillsboro (her birthplace) in "My Many Worlds". Tom Edgar left his "other half", his two legs, in Europe. There's a story there, which I haven't time or room for now. Let it suffice to say that he was an officer and he sat in a church in Germany (?) making plans for an attack when a bomb came through the roof and took his legs off clean above the knees. Yes, there's a story there because the officer completed his plans, gave some orders in connection with them, and called a driver and had himself loaded into a jeep and taken away to the base hospital. Tom Edgar is indeed a man.

We see loads of steel along the track and I am jolted into the thoughts of how this train and its track will be like certain of the natives of Guam whom the Japanese slew. They, the Japs, made each man dig his grave and get down on his knees at the edge of it, so that when the big knife came down he could be kicked in after his severed head. It's like this for the kind old steam locomotive we are riding. It will pull up its track and haul it to the bottom of the hill and when the job is done it too will go for scrap. Unless, of course, the State orders a stay of execution.

Train With Smoke

We pass a road and the whistle toots a warning. A car stops and disgorges its passengers because a train with smoke is something to see. A little girl waves and I remind myself to read some of good old Tom Wolfe and I promise myself I will. Upward we go and it gets colder and I hear Cruickshanks say that "Poor old Comstock is going to freeze to death" and I look about me and see that all the rest have intelligently anticipated this kind of weather and are dressed in fitting garb. And Dick Bowman has evidently anticipated my dumbness and has brought along an extra parka-like thing which he gives me and which shrouds me like a mummy's bandage and I never had it so good.

John Killoran comes up to me and I say, "Fill me in, "John" and John fills me in and good. "This is one of the steep railroads. Railroad grades are told in percentages. A rise of one inch per hundred feet is one percent, for instance. Now most Main Line roads are [illegible] ferent shades of blue in each receding peak.

I talk with Tom Edgar's wife, a charming and devoted wife. I ask her how he will negotiate the problems of the legislature if he is elected. She tells me that there have been many problems but all have been solved and taken care of, and this one will. Mrs. Edgar is a learned and well-read woman and her knowledge of things in general is rather tremendous and her interest in promoting tourism for West Virginia in general and her own Pocahontas in particular is almost a passion with her. And Peral Buck is indeed a passion.

Her father-in-law, Tom's father, of course, owns the old Pearl Sydenstricker Buck home at Hillsboro. Pearl Buck comes often to visit the place and in this way has become something of a member of the Edgar family and they love her. Or Mrs. Tom Edgar does. "She is the most gracious woman I ever knew", she told me. "She is kind and considerate, and devoid of all pretence. You would think she would have the right to 'put on' just a little, but she doesn't. And she has no use for people who pretend to be something that they aren't".

Character of Pearl Buck

I had heard that Tom took offense at Pearl Buck's referring to him as "half man" in her book. "Nothing to it at all. Tom knows what she meant. He knows what happened to him. He isn't a baby. As a matter of fact he is all man. He understands more than people think and he bears no grudges. I think he is pretty great".

And I think she is pretty

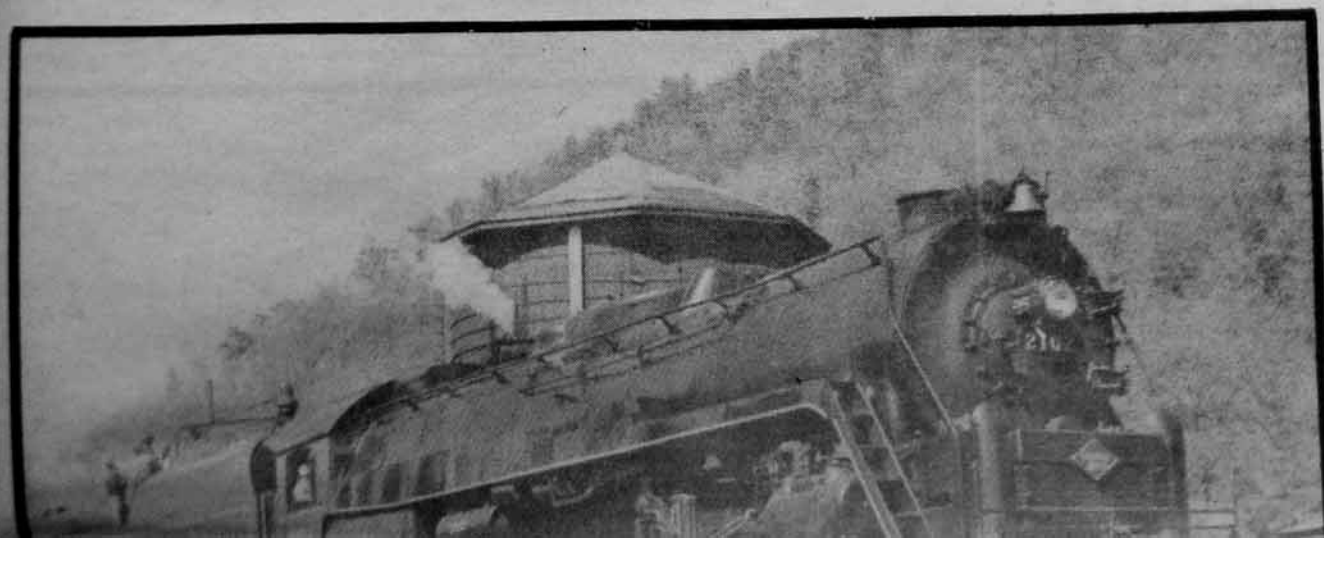
Only 86 Miles To Cass

Continued From Page 14

Randolph County, population 28, 734 and square miles 1,046.34, home of Guy Kump, great governor of 1935 and Wally Barron, 1960. How many great historical points is known nationally for the yearly state Forest Festival held yearly, the first week in October when Jack Frost has turned the leaves to brown, auburn reds, and you know winter is on its way.

You come to Valley Head, you turn south on 219 and Scenic Highway #55, one-half mile, you pass the Valley Head Restaurant, and Mingo named after the Indian tribe. A number of Indian statues are scattered throughout this area and they hold a yearly Wool Festival. You cross the famous Cheat Mountain, 11 miles to a sign pointing to Snowshoe. You stop at the Big Spring Restaurant and Store, and Ski Barn, Gateway to Snowshoe and Silver Creek ski ranges and the Cass Scenic Railroad. You take secondary route 9, ¼ mile passing the Big Spring Presbyterian Church. You will see about 10-12 horses in a field which belongs to the 152-room motel located at the Gateway to Snowshoe and Silver Creek ski ranges. A sign says Whistlepunk Inn, 6 miles, you continue on to thorny Flat Road, secondary rock base, 1/3 crossing Cheat Mountain, 7 miles to Buck Mt. Road, secondary 1½ miles to Cass. You have now completed the 86 miles from I-79 Flatwoods in Braxton County, to Pocahontas County, and Cass. You are ready to ride the Cass Scenic Railroad, which schedules, price of tickets, and other information appears in this paper.





The Country Store And Loafers Gawk!

December 29, 1965

January 1966 has rolled around and one should be writing about the history of 1965, but somehow I wander to Camp Caesar where farmers gather to butcher. I haven't been over this fall, therefore I have no fresh sausage or bacon and the liver we used to throw away. I remember the last time I helped butcher, someone asked me if I had any essence

years later, I would be a member of the West Virginia Legislature, writing for newspapers, appearing on TV and radio—much less running for Congress.

Far be it from me to try and turn back the clock. Civilized men make progress. We never stand still—we travel by 707 Boeing Jet from New York to London in eight hours. I traveled this year from

THE BOOMING Business in Cass

Scenic railroad is keeping everybody busy.

BY WILLIAM C. BLIZZARD



Picturesque old Shay engine waits at Cass Depot before first run.

4m

As the old Shay engine, hauling more than 200 happy tourists, puffed up Bald Knob in its sixth week of operation, it seemed to be saying, "I thought I could, I thought I could, I thought I could!"

Like the locomotive in the children's fable, the little engine which pushed and pulled on the Cass Scenic Railroad in Pocahontas County was where it was because of optimism, determination, and endurance.

Those qualities belonged to the Cass Planning Committee, a local group formed in August, 1960, after the Mower Lumber Co. closed the sawmill and logging operation which had supported the Cass community.

This four-member committee, headed by Theodore Riffe, chief accountant of the National Radio Astronomy Observatory at Greenbank, and J. M. Kane Jr., a Cass merchant, had a goal: the purchase by the state of part of the logging railway as a West Virginia tourist attraction.

The Department of Natural Resources, plagued by a perennial fund shortage, was not at first receptive to the idea. But the Cass Planning Committee was not easily discouraged. With newspaper support and the aid of friendly legislators, $150,000 was appropriated by the 1961 Legislature for the purchase of the Cass tracks and right-of-way. The Department of Natural Resources acquired the property in the summer of 1962.

Although the state had only about $30,000 to make repairs to the logging road and build the necessary facilities, the Cass Scenic Railroad opened for business on June 15, 1963, five days before the state's 100th birthday. The Cass Planning Committee thought it could, and it had.

By July 28, before the business day started, 3,796 adults and 1,558 children had, during the first five weeks of operation, paid $2.00 and $1.00, respectively, for the eight-mile round trip. During the fifth week of operation, alone, railway fares were collected in the amount of $2,205.

There were drawbacks and disappointments. Only four miles of the track could be utilized this year for an ascent of about 1,000 feet. This is about half of the total railway mileage envisioned, and passengers are not yet able to view the breathtaking panorama from near the top of Bald Knob, at 4,852 feet the second highest peak in the state. Hoped-for funds from the U. S. Area Redevelopment Administration have not been approved.

But the outlook is not dark. Procurement of a $576,000 ARA grant to Cass seems to hinge upon approval by officials of the National Radio Astronomy Observatory at Greenbank, only six miles away. The astronomers came to that part of West Virginia because it is quiet, and they want no tourist railway to interfere with the rural tranquility.

Negotiations at this writing are continuing between the Parks Division of the Department of Natural Resources and Astronomy Observatory officials. In the event the $576,000 grant is approved, Cass Scenic Railroad development will proceed at a rapid pace.

An important task which would be immediately undertaken would be the clearing of forest slash to eliminate fire hazards. An observation tower near the top of the mountain has high priority, for the use of both sightseers and photographers. Some old railroad cars, once used as logger camps, would probably be renovated and placed in service.

In an article published in the Sunday Gazette-Mail State Magazine of May 14, 1961, I wrote that the problem would seem to be, after the railway gets into operation, not to attract tourists, but to find sufficient living quarters and food for them after their arrival. This forecast seems to have been accurate.

Many of the Cass Scenic Railroad passengers bring picnic lunches and make—what otherwise would be just a fascinating ride—a real excursion. For example:

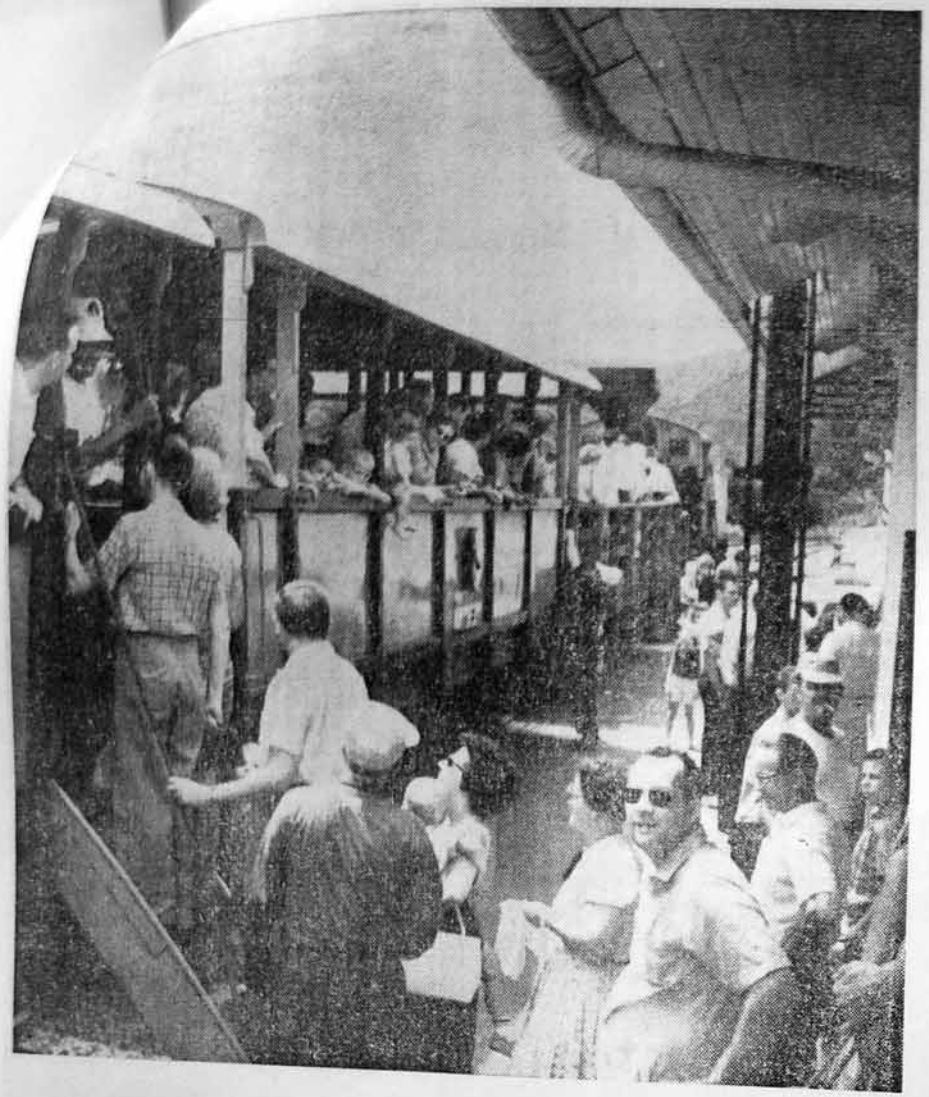
The train does not run on Monday and Tuesday, but on Saturdays, Sundays and holidays, it makes three trips—one in the morning and two in the afternoon. On Wednesdays, Thursdays and Fridays, it makes two afternoon trips.

Those with picnic lunches go up on one of the early trips, have lunch on the mountain, and catch a later train back to Cass.

On my visit, the Women's Society of Christian Service of the Methodist Church, a Cass group, was making and serving pies and sandwiches and distributing soft drinks in the C&O depot. These local women work hard to make up for the lack of restaurants in the area.

The whole project, by the way, could hardly exist without the cooperation of the Chesapeake and Ohio Railway, which allows the Cass depot to be used as an impromptu commissary, ticket office, waiting room and take-off point.

If you decide to visit Cass, it might not be a bad idea to take along a basket of food and a thermos bottle. If you plan to stay overnight, you should procure hotel or motel reservations in advance. There are no public overnight ac-





Blackhurst's stuffed animal museum at Cass is popular spot.



WSCS ladies prepare refreshments to sell to railroad tourists.

commodations in Cass, but you might try the nearby towns of Buckeye, Marlinton, or Boyer, or consult the W. Va. Dept. of Agriculture's Vacation Farm Directory.

The scenery and climate are worth some slight inconvenience. One of the prettier ways to reach Cass, over an excellent highway, is through the Monongahela National Forest and Seneca State Forest, between Huntersville and Dunmore.

On the railway ride itself, visitors travel in two large flatcars provided with benches and an overhead covering of wood and plastic. W. E. Blackhurst, a local schoolteacher, taxidermist,

He is right. As the Shay pushes the flatcars up the mountain, everyone crowds to the sides, anxious to look at and photograph the scenery. Blackhurst points out some ancient railroad cars where "loggers camped for six months at a time, and the only recreation they had was poker and fighting."

As the train turns up the grade at Leatherbark Creek, which heads up at 4,800 feet and contains native brook trout, Blackhurst wittily takes advantage of the somewhat distorted West Virginia "image" to give jollity and friendliness to the crowd:

stranger, just shake his hand and introduce yourself. We don't want any trouble."

Blackhurst is an expert taxidermist and has set up about 175 mounted specimens of animals found in the area, as well as a few exotic species, in a small museum at Cass. A large black bear, killed recently near that community, greets the visitor at the door.

The present Scenic Railroad ends on a plateau about four miles up the mountain. Everyone gets out, stretches and eats and drinks in a picnic area for about 15 minutes, then climbs back aboard. The eight-mile ride takes two hours.

money may be obtained to develop it. An extensive cave is nearby, the summer climate is ideal, and the scenery is magnificent.

The visitors who are paying over $2,000 a week to ride the Cass railroad seem to be pleased, judging from their remarks in the visitors' book. One young tourist from Marlinton however, wrote a complaint, and these were his exact words:

"I dinnet see no hares."

Seriously, as residents of Tennessee and North Carolina have found out in the Great Smokies

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"Never mind about the seats," he tells those who have been unlucky in the scramble for room on benches, "you'll all be standing up before we get very far, anyway."

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As the train turns up the grade at Leatherbark Creek, which heads up at 4,800 feet and contains native brook trout, Blackhurst wittily takes advantage of the somewhat distorted West Virginia "image" to give jollity and friendliness to the crowd:

"This is Leatherbark Creek," he says, "and there's some people who live up here who don't like strangers. If they happened to see any, they might take a shot at them, and with a crowd this big, they couldn't miss. Not that I ever knew them to miss, anyway. So if you look around you, and see anybody that looks like a stranger, just shake his hand and introduce yourself. We don't want any trouble."

Blackhurst is an expert taxidermist and has set up about 175 mounted specimens of animals found in the area, as well as a few exotic species, in a small museum at Cass. A large black bear, killed recently near that community, greets the visitor at the door.

The present Scenic Railroad ends on a plateau about four miles up the mountain. Everyone gets out, stretches and eats and drinks in a picnic area for about 15 minutes, then climbs back aboard. The eight-mile ride takes two hours.

At a later date, when the train goes all the way up Bald Knob, the trip may be twice as long, for those who care to take it. The view from the top is worth a long ride, but there will be both a long and short haul to suit individual tastes.

The potential of the Cass area is great, if the money may be obtained to develop it. An extensive cave is nearby, the summer climate is ideal, and the scenery is magnificent.

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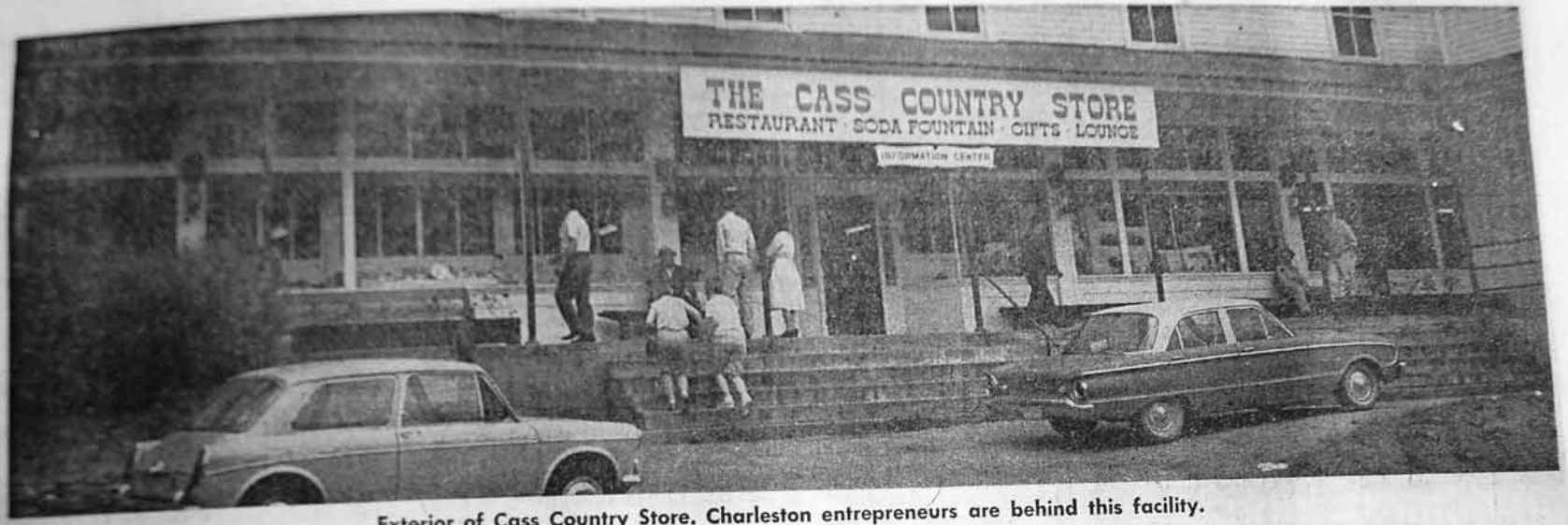
"I dinnet see no bares."

Seriously, as residents of Tennessee and North Carolina have found out in the Great Smokies, the black bear is a most popular tourist attraction, albeit something of a nuisance, and even a danger to the incautious. The black bear could be a valuable tourist asset if allowed to multiply in his natural environment around Cass.

A live black bear can attract tourists. A dead one attracts only flies.



At end of run up mountain, tourists get off and stretch legs. Some bring out picnic lunches and take later train back.



Exterior of Cass Country Store. Charleston entrepreneurs are behind this facility.

WHAT'S NEW AT CASS?

State's largest tourist spot finally getting some necessary improvements and there are more on the board as soon as money is available.

BY WILLIAM C. BLIZZARD

On June 15, 1963, tourists traveling the Cass Scenic Railroad on its first public run discovered a pleasant fact: As advertised, the Shay locomotive pulling the cars was a genuine antique.

But Cass visitors also discovered an unpleasant fact: Tourist accommodations at Cass were just as antique as the 1880-model Shay. The only way you could get a hot meal was to bring your own food and roast it in the locomotive firebox.

Local church women helped out mightily with pies, cakes, and sandwiches, but demand often outstripped supply and the unhappy tourist was left with nothing more nourishing than a candy bar.

Cass is now a major West Virginia tourist attraction.

Operating a railroad on a shoestring led to some maddening incidents which were very nearly catastrophes. For instance, a Washington, D. C., newspaper sent in a writer who gave ample and avorable coverage to Cass, and his story prompted many Washingtonians to make the long drive to Southern West Virginia. This was well and good, until a locomotive axle broke at the time of their visit.

The accident injured no one, but it did put the railroad out of business until a new axle was located, which took no short search (a lucky find made the search shorter). Probably the most unfortunate incident was the time the railroad's water tank went dry and the engine had to be sent to the nearest water supply, leaving the passengers stranded for a couple of hours.

Now, however, Cass is getting some necessary improvements and there are more on the board as soon as money is available.

The State Road Commission will also repave the remaining four or five miles of road to Cass.

The ARA grant of $576,000 was finally approved, and State Parks officials say that bids on the railroad work will be received August 17. It is probable, however, that no major work will be done until next spring.

What will be done with the ARA grant? First, the Cass Scenic Railroad will be extended four miles, to the top of Bald Knob, a nearly so. This will make the ride twice as long as at present, although there will still be a stop at Whittaker, the place on the mountain where the run now ends.

The section of railroad that now exists will be improved. Railroad shops on the line near the first private-enterprise developments at Cass, is still going strong, and Blackhurst has now mounted about 300 animals for your inspection.

A Civil-War Museum, opened last year by Mr. and Mrs. Kyle Neighbor, is near the Blackhurst taxidermy exhibit. It features "penwritten" records, letters and grants a century old, including Civil-War payrolls. There are many weapons of the Lincoln era, and other bric-a-brac not closely connected with the Civil War, such as a genuine West Virginia moonshine still.

There are no overnight accommodations in Cass, and Van's Motel, about 10 miles distant, yet affords the nearest lodging. But six miles

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Local church women helped out mightily with pies, cakes, and sandwiches, but demand often outstripped supply and the unhappy tourist was left with nothing more nourishing than food for thought.

In Cass, toilet facilities of the man-made variety were limited to those at the end of the run and in the old C&O depot.

If you wished to wash away the soot and ashes accumulated during the two-hour train ride, there was plenty of running water —no washrooms, just running water. You had a choice of Leatherbark Creek or the Greenbrier River.

The nearest motel or hotel accommodations were 10 miles away at the hamlet of Boyer (pronounced "Bowyer"). Lodging could be had there at Van's Motel, but the eight rooms at Van's were likely to be filled, and the little motel boasted no dining room or lunch counter. The nearest place where you could buy a hot meal, in fact, was at Marlinton, about 40 miles away.

The net result of these several inconveniences was that visitors motoring home after a long, hot day at Cass were nearly always sunburned, sooty, cinder-covered, hungry, irritable, thirsty and dog-tired.

The fact that 5,354 paying customers nevertheless rode the Cass Scenic Railroad during the first five weeks of operation in 1963 is a glowing tribute to the hardihood of the American tourist and the fanaticism of the railroad buff.

There has been a steady advance in railroad patronage, by the way, since the Shays began puffing in their new role at Cass. Paid fares for 1965 show more than 18 per cent increase over a comparable period in 1964.

Early adverse conditions at Cass were in part due to the desire of Pocahontas County citizens and the Department of Natural Resources (which owns the railroad, effects associated with it, and contiguous land) to get the Scenic Railroad started during the West Virginia Centennial year. That goal was achieved, but at a price: In the spring of [illegible]'s hair wasn't combed, its shoelaces [illegible]ed, and its somewhat sooty shirttail [illegible]g out.

[illegible] at Cass were intimately associated [illegible] of funds, although opposition [illegible]ent by the Department of [illegible] also slowed progress on some maddening incidents which were very nearly catastrophes. For instance, a Washington, D. C., newspaper sent in a writer who gave ample and avorable coverage to Cass, and his story prompted many Washingtonians to make the long drive to Southern West Virginia. This was well and good, until a locomotive axle broke at the time of their visit.

The accident injured no one, but it did put the railroad out of business until a new axle was located, which took no short search (a lucky find made the search shorter). Probably more important than the temporary halt in operations was the adverse impression made upon the long-suffering visitors from the nation's capital.

It appears that at long last the lean days at Cass are about over, and residents of the old mill town doubtless feel that it's none too soon. It took three years from the time the Scenic Railroad idea was hatched by the Cass Planning Committee until the first passengers were hauled. And, before track gets laid and earth gets moved, it will have taken more than two years for federal Area Redevelopment Administration funds to be put to work at Cass.

Two years ago, the ARA was thinking of granting the Cass Scenic Railroad over half-a-million dollars to extend the rails to the top of Bald Knob (elevation, 4,852 feet), and improve existing facilities. But the grant was delayed by protests from the National Radio Astronomy Observatory at nearby Green Bank.

The scientists with the big metal ears had built a listening post to the universe at Green Bank because the area was as quiet as a moon crater at midnight.

"No indeed," said they, "we don't want noisy trains and noisy people with their noisy automobiles. It'll ruin our reception."

The observatory officials said it might be all right to keep the Cass Scenic Railroad, but the access road would have to be relocated. The access road happens to be W. Va. 28, a primary highway.

The State Road Commission screamed about that. "Can't do it!" said Burl Sawyers. "It would cost millions!"

There was a deadlock which was finally broken by Sawyer's suggestion that part of W. Va. 7, not W. Va. 28, be relocated. W. Va. 7 is a secondary road that connects W. Va. 28 with Cass, about six miles distant. The suggestion was accepted by federal authorities, and the intersection of W. Va. 7 and 28 is being moved about a mile south of its present location.

This involves building one and three-tenths miles of new highway, and the job should be done by this fall. It is to be hoped that the [illegible] and State Parks officials say that bids on the railroad work will be received August 17. It is probable, however, that no major work will be done until next spring.

What will be done with the ARA grant? First, the Cass Scenic Railroad will be extended four miles, to the top of Bald Knob, a nearly so. This will make the ride twice as long as at present, although there will still be a stop at Whittaker, the place on the mountain where the run now ends.

The section of railroad that now exists will be improved. Railroad shops on the line near Cass will be renovated and probably opened for tourist inspection. These shops, which have complete tools and facilities for steam-locotive repair, are curiosities in themselves, with particular appeal to railroad enthusiasts.

At the end of the line atop Bald Knob, hiking trails will be prepared through a beautiful spruce forest, and an overlook will be constructed. The panorama from this overlook, which I have seen, is destined to become known as a beauty spot of the East.

At the present terminus, a plateau on the side of the mountain, about 40 acres of land will be acquired by the state, if all goes well. At present, riders of the Cass Scenic Railroad disembark and may, if they wish, frolic or picnic on and around part of a 12-mile, 60-foot right-of-way now owned by the state. There will be toilets and picnic areas at the top of Bald Knob and also at the lower stop.

Ultimately, Cass enthusiasts dream of a lodge, ski trails and other frills near the summit of Bald Knob, but the half-million dollars available from ARA at this time won't cover that.

Down in the valley at the present time, there have been many pleasant improvements since the summer of 1963. Several privately owned and operated establishments have sprung up to cater to the more obvious needs of railroad patrons.

You no longer have to travel 40 miles for a hot meal. J. M. Kane Jr., a Cass merchant, has renovated a C&O dining car and named it the Shay Inn. Air-conditioned and attractively furnished, the Shay Inn is an example of creative thinking, an operation which fits in perfectly with its setting.

You may also get something to eat at the Cass Country Kitchen, the restaurant section of the Cass Country Store, a huge, restyled lumber-company store building which also houses a soda fountain, benches for the weary, rest rooms, and many souvenir stands.

The Cass Country Store complex is, like the Shay Inn, a privately owned development catering to patrons of the state-owned railroad. It is thoughtfully and tastefully painted, decorated, lighted, and arranged.

W. E. Blackhurst's Wildlife Museum, one of [illegible] inspection.

A Civil-War Museum, opened last year by Mr. and Mrs. Kyle Neighbor, is near the Blackhurst taxidermy exhibit. It features "penwritten" records, letters and grants a century old, including Civil-War payrolls. There are many weapons of the Lincoln era, and other bric-a-brac not closely connected with the Civil War, such as a genuine West Virginia moonshine still.

There are no overnight accommodations in Cass, and Van's Motel, about 10 miles distant, yet affords the nearest lodging. But six miles north of Boyer is a new motel, The Hermitage, at Bartow. Opened only this April, The Hermitage (not to be confused with another inn of the same name at Petersburg, in Grant County) offers eight single rooms and 12 doubles and the only modern restaurant in the area.

Around Marlinton, about 40 miles away, are several new, modern, motels. Or, those who plan to visit Cass might consider staying overnight in or near Elkins, which has many motels and hotels to fit all budgets. I have found the trip from Elkins to Bartow, and thence to Cass, a fast, pleasant, scenic drive, leaving U. S. 219 at Huttonsville and taking U. S. 250 through the hills until it intersects W. Va. 28 between Thornwood and Boyer.

Suicide Cave, or Cass Cave, a spectacular cavern with an internal waterfall 100 feet high, has not yet been opened to the public. No work, in fact, appears to have been done on this natural tourist attraction, although private capital is said to be interested. One of the landowners, according to rumors around Cass, is being difficult.

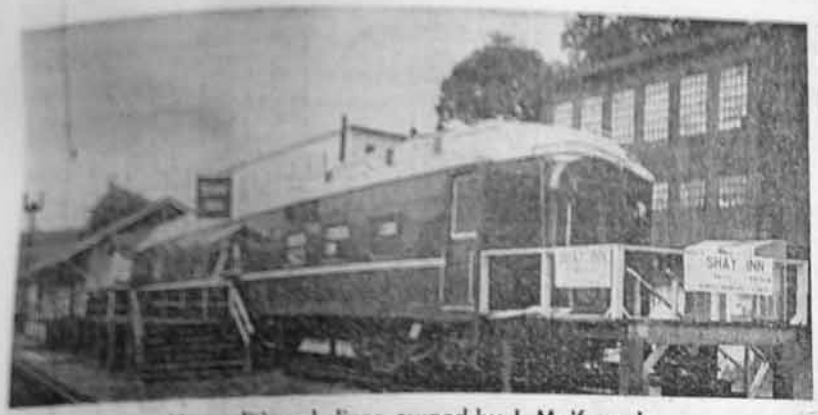
On the railroad itself, there are now three Shay engines in operating condition. And the bullhorn that train guide W. E. Blackhurst formerly used has been replaced by a more efficient loudspeaker system. It would be a good idea for arrangements to be made to protect train passengers from sudden summer showers. You might carry a raincoat, just in case.

And bring along a sweater or light coat. The summer sun is hot at Cass, but the air can get cool during mornings and evenings.

A free word of advice to the Department of Natural Resources, or anyone else at Cass: Put up highway signs giving the location of the Cass Scenic Railroad, and how to get there. Make these signs big, make them explicit, and place them on all major highway approaches.

If you are running a business that depends upon highway trade, it is wise to assume that all tourists have poor eyesight, no memories, and don't read English well. You'll be wrong, of course, but it's better to be theoretically poor and practically right than the [illegible] around.

SUNDAY GAZETTE-MAIL



Air-conditioned diner owned by J. M. Kane Jr.



Interior of Shay Inn. Mrs. Shay works in running it.



Cass Country Kitchen in country store. Note soda fountain at left.



NEW HOMES

You furnish the lot -
we'll furnish
everything else!





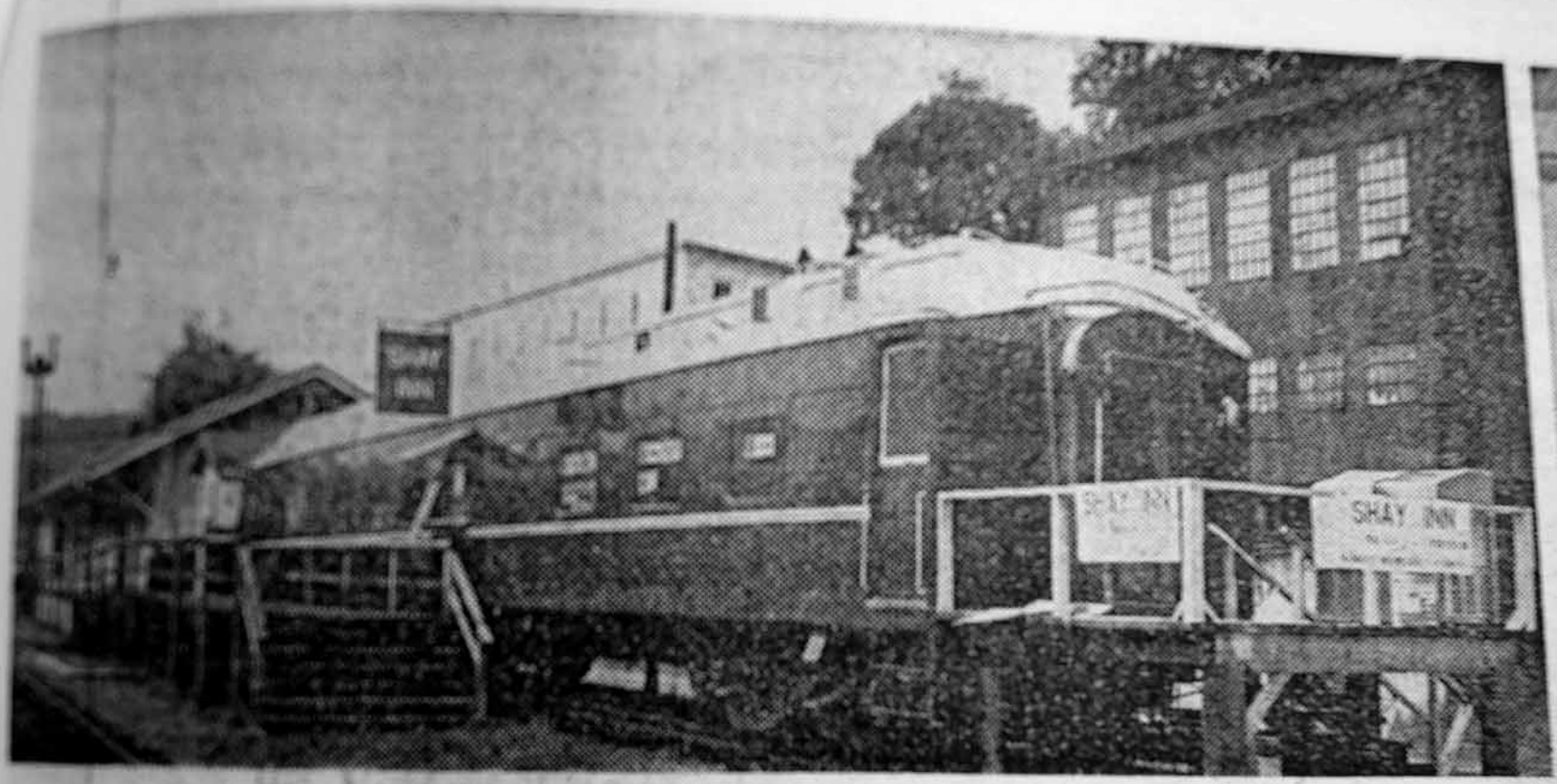
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Writer-photographer William C. Blizzard sat on top of caboose to get this shot of Cass Railroad Shay enroute to Mountain State Forest Festival.

THE WONDERFUL IRON HORSE SHAY

Built for mountain climbing, it's slow, mighty slow on the overland trips.

BY WILLIAM C. BLIZZARD

This year the Elkins Forest Festival, plagued by rain and dismal weather, was pulled out of the slough of despond by one of the powerful little logging locomotives admirers call the Wonderful Iron-Hoss Shay.

During the three-day Festival over 4,000 passengers, despite a cold and persistent rain, paid money to take short rides behind the 80-ton Shay locomotive, an antique vehicle which ordinarily chugs up Bald Knob on the Cass Scenic Railroad. Although the miserable weather may have halved the number of paying customers, the little Shay remained a stellar attraction.

It was difficult not to notice the locomotive, for its shrill and penetrating steam whistle bent more eardrums and cleared more sinuses in three days than could be inspected by a dozen otolaryngologists in a year of practice. How do you ignore a festival attraction with a sort of built-in calliope which can be heard for five miles? You don't, especially if the calliope has only one note, or, at, most, two.

There were those who, in self-defense, hauled out mid-winter ear muffs; others merely gritted their teeth in silent protest against the dawn-to-dark steam-siren symphony. But most people accepted the locomotive whistle as a mild nuisance indicative of a strong benefit, and were glad the Shay was in town.

Few towns in the United States can boast of the presence of a Shay engine at any time of the year. Informed sources estimate that not more than 40 of the old steam locomotives exist in the United States today, and few of these are any longer able to shake, rattle, and roll. How did such a rare antique happen to be hauling passengers in Elkins during the Forest Festival?

It happened partly because rail lines belonging to the Chesapeake & Ohio and Western Maryland Railroads exist between Cass and Elkins. Four Shay engines are at Cass. During the summer months they (the three that operate) snort and puff on the Cass Scenic Railroad, this season hauling 38,857 paying customers up Bald Knob for four miles and back again.

Last year, someone had the idea of bringing one of the Cass Shays to Elkins for the Forest Festival, where the public would be treated to short rides for a small fee. The idea was a happy one: The Shay was a sooty Cinderella who became the belle of the ball.

It was decided to repeat the Shay performance for the 1965 Elkins Forest Festival, and the Department of Natural Resources, which owns the Shays, agreed. Further, someone thought it might be a good idea to invite the press and other guests for the 60-mile ride, as the Shay shimmies, from Cass to Elkins.

This was done. About two dozen passengers accompanied Shay No. 4, followed by several passenger flat cars and a caboose, as it left Cass about 9:30 on the morning of Oct. 6.

The ride, interrupted by three watering stops (for the locomotive, not the passengers) and another stop for minor repairs, took a bit longer than anticipated. It was about 6:30, and getting dark, when the little Shay crept into Elkins. Maximum speed had been about eight miles an hour.

The two dozen who had started the trip at Cass had, at the Elkins finish line, dwindled to something less than half that number. Of those who stayed all the way with the Shay, four were women. They were Mrs. Violet Snedegar of Elkins; Mrs. Mabel Fretwell of Buckhannon; Katherine McMullen of Milwaukee, Wis., editor of Better Camping magazine and Rosemary Entringer, also of Milwaukee managing editor of Trains Magazine.

Inasmuch as the 60-mile trip from Cass to Elkins took about nine hours, it may fairly be deduced that the Shay is the tortoise of the locomotive world. What, then are its virtues?

Its principal virtue today is its remarkable popularity as a novelty railroad tourist attraction. In West Virginia, North Carolina (where one Shay still serves as a common carrier)



Writer-photographer William C. Blizzard sat on top of caboose to get this shot of Cass Railroad Shay enroute to Mountain State Forest Festival.

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Last year, someone had the idea of bringing one of the Cass Shays to Elkins for the Forest Festival, where the public would be treated to short rides for a small fee. The idea was a happy one: The Shay was a sooty Cinderella who became the belle of the ball.

It was decided to repeat the Shay performance for the 1965 Elkins Forest Festival, and the Department of Natural Resources, which owns the Shays, agreed. Further, someone thought it might be a good idea to invite the press and other guests for the 60-mile ride, as the Shay shimmies, from Cass to Elkins.

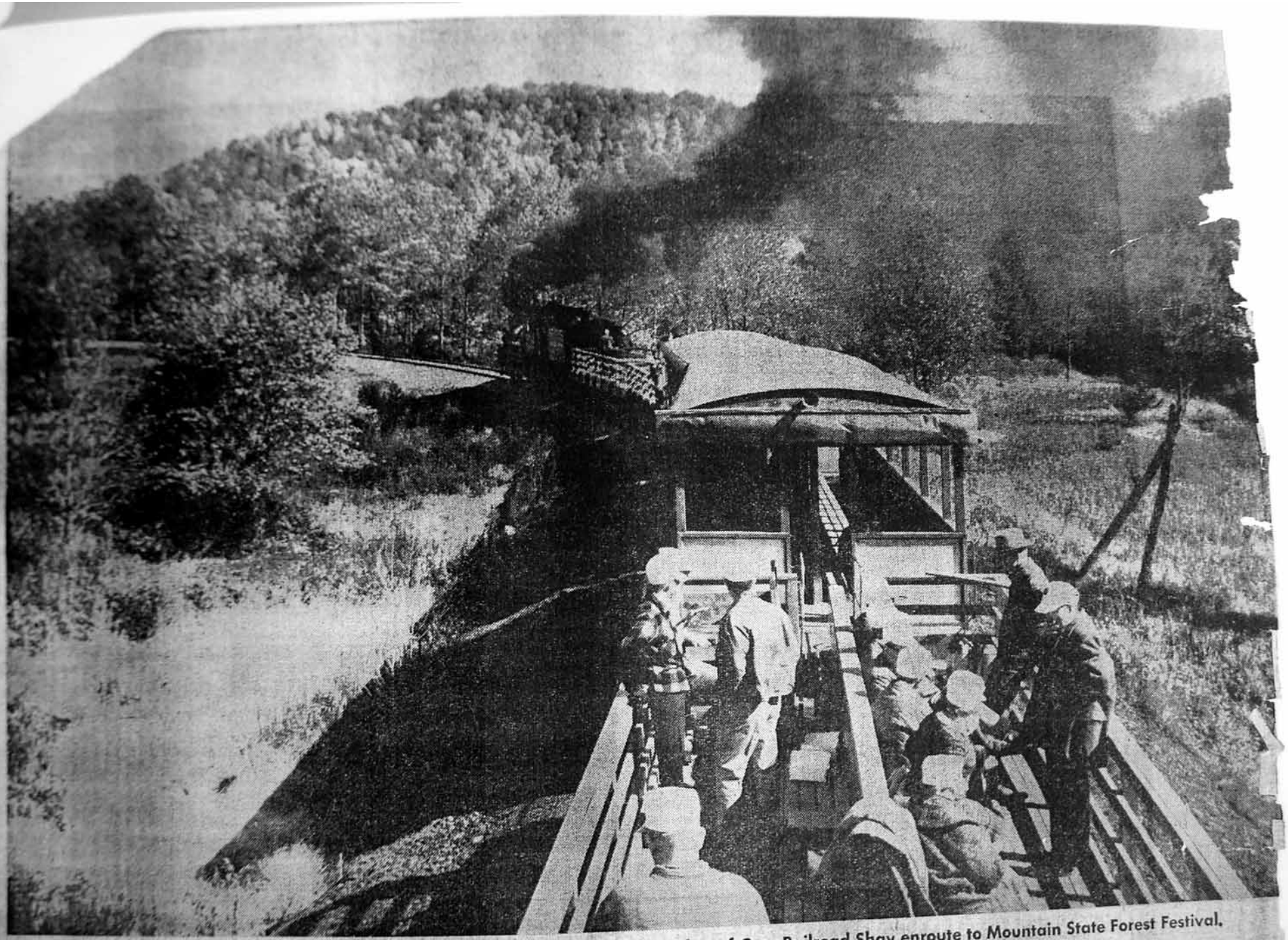
This was done. About two dozen passengers accompanied Shay No. 4, followed by several passenger flat cars and a caboose, as it left Cass about 9:30 on the morning of Oct. 6.

The ride, interrupted by three watering stops (for the locomotive, not the passengers) and another stop for minor repairs, took a bit longer than anticipated. It was about 6:30, and getting dark, when the little Shay crept into Elkins. Maximum speed had been about eight miles an hour.

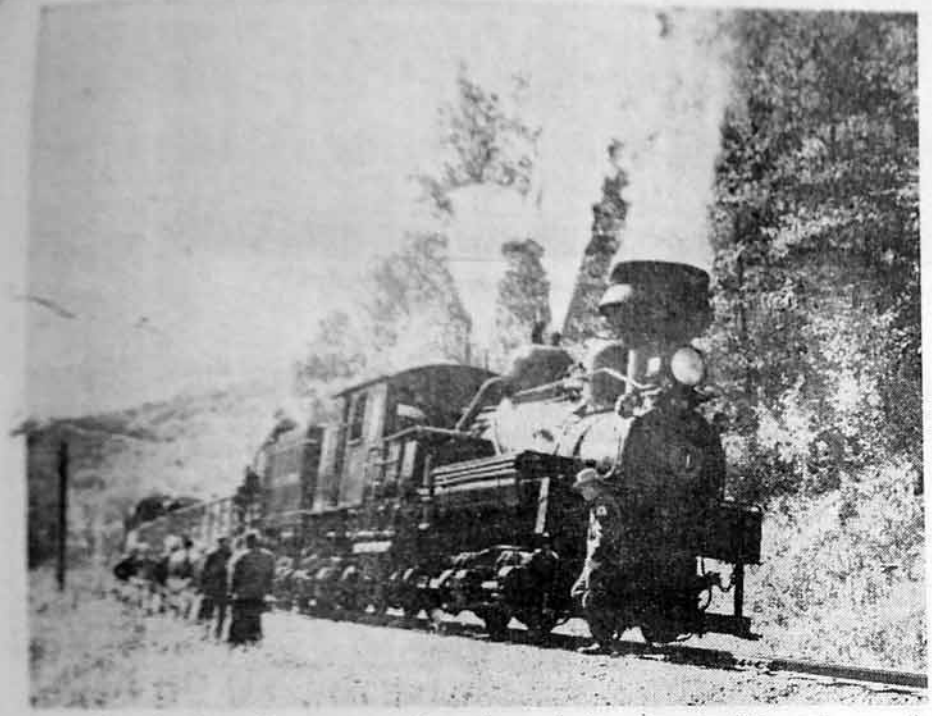
The two dozen who had started the trip at Cass had, at the Elkins finish line, dwindled to something less than half that number. Of those who stayed all the way with the Shay, four were women. They were Mrs. Violet Snedegar of Elkins; Mrs. Mabel Fretwell of Buckhannon; Katherine McMullen of Milwaukee, Wis., editor of Better Camping magazine and Rosemary Entringer, also of Milwaukee managing editor of Trains Magazine.

Inasmuch as the 60-mile trip from Cass to Elkins took about nine hours, it may fairly be deduced that the Shay is the tortoise of the locomotive world. What, then are its virtues?

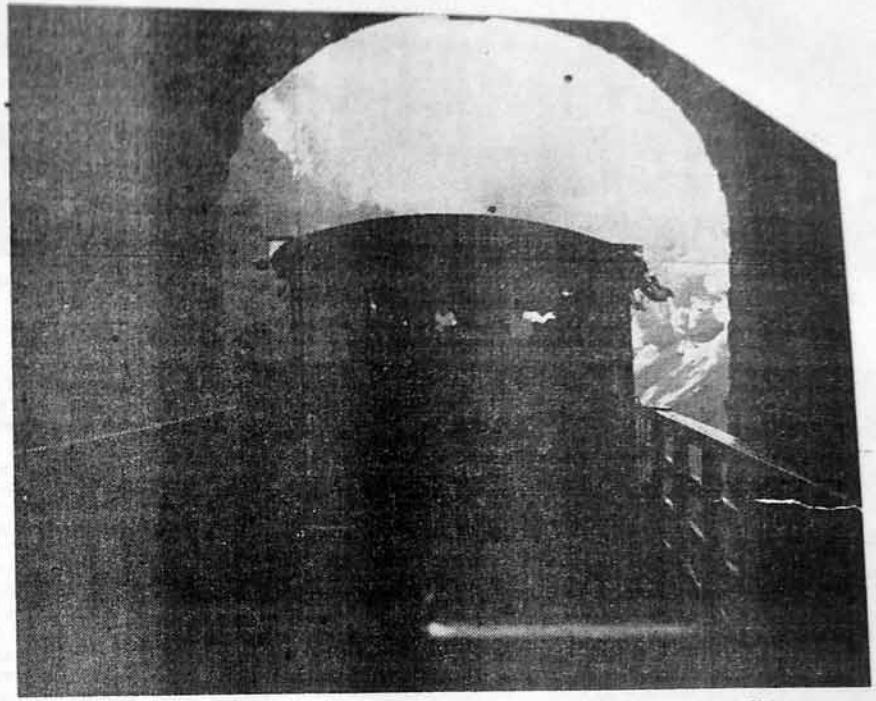
Its principal virtue today is its remarkable popularity as a novelty railroad tourist attraction. In West Virginia, North Carolina (where one Shay still serves as a common carrier)



Writer-photographer William C. Blizzard sat on top of caboose to get this shot of Cass Railroad Shay enroute to Mountain State Forest Festival.

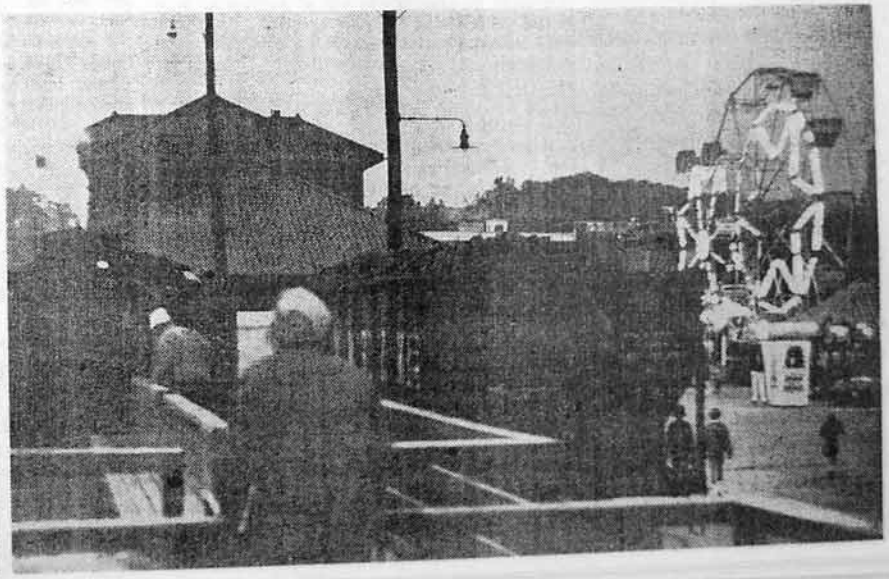


Shay had to take on water three times during Cass-to-Elkins trip.



One of two tunnels logging train went through enroute to Elkins.







Folks along route "waved like crazy" when train passed.



After long (timewise) haul, Shay pulls into Elkins at dusk.

South Dakota, Pennsylvania, New Hampshire, and, possibly, elsewhere, Shays and similar, geared-type locomotives built to compete with the Shay operate on tourist railroads. Shay production, begun in 1879, ceased in 1945.

The principal virtues of the Shay in its heyday were its traction and power, its safety, and its economy. Authorities in the field agree that the Shay would haul greater tonnage at a smaller operating expense, with less original cost per unit of power, than any other locomotive ever built.

The little engines were named for Ephriam Shay of Haring, Mich. Shay was a 19th-Century Michigan lumberman who sought better ways of getting timber out of the woods. In his seeking, he invented and built the locomotive that bears his name. His crude prototype worked so well at his own operations that he took his plans and patents to the Lima (pronounced lime-uh) Machine Works of Lima, Ohio, urging that company to make such locomotives for widespread use in the timbering business.

Shay's visit was fortunate for the Lima Machine Works. The company made the first Shay in 1879 for the J. Alley Co. of Michigan. The Alley machine was narrow-gauge, but as demand for the Shays increased, Lima made them bigger and better. By 1900, Lima had quit general machine production and was concentrating on locomotives. The company changed its name to Lima Locomotive Works, Inc.

Lima made conventional locomotives as well as the Shays, increasing work in the former field as the lumbering-industry demand declined in importance. Lima produced its last Shay, the 2,761st, in 1945.

The Shay engine had competitors built on similar, "geared" principles. The major ones were the Heisler and the Climax.

The last Heisler, a locomotive invented by a Cornell engineer named Charles Heisler, was manufactured in 1941, and Climax went out of business in 1929.

The Shay and its imitators differed from conventional steam locomotives in that they were designed to haul heavy loads on steep grades. Called "geared" engines, as opposed to general-purpose, main-line locomotives which used connecting rods from drive wheels to pistons, the Shay had a number of small wheels which afforded great traction because each was a driving wheel.

On main-line engines, the number of drive wheels varied, but they were relatively large in diameter, heavy, and demanded smooth track which in turn required constant maintenance. Additional small wheels on the big steamers held up weight and served as rail guides, but otherwise were functionless.

Not so on the Shay. The wheel sets (called "trucks") under both locomotive and tender are connected to steam cylinders transmitting power through a crankshaft and flexible couplings. Every wheel does work.

The Shay is easy to get around curves, is easy on track, and can adapt to rough roadbeds that would stall or wreck conventional locomotives. The Shay is slow, but it could pull tons of logs up a grade three times as steep as a rod-engine locomotive could ascend, and safely get the same tonnage down the steep grade on the other side of the hill.

With the demise of the U. S. logging industry as it was in its heyday, the Shay virtues found no niche they could fill, and manufacture ceased.

According to John P. Killoran of the Department of Natural Resources, who has made himself an authority in such matters (and who furnished the technical data for this article), the last three geared locomotives ever built spent their entire work careers in West Virginia, and all three still exist.

They are not now, however, in the Mountain State. One, a Shay that was operated by the Western Maryland on a steep coal-haul in Tucker County, is now displayed at the Baltimore and Ohio Railroad's Transportation Museum in Baltimore, Md.

The last Climax to be manufactured now hauls passengers on the Carroll Park and Western tourist railroad at Bloomsburg, Pa. It was an iron-horse work horse for the Elk River Coal and Lumber Co. out of Swandale, Clay County.

The last Heisler locomotive ever built is now on display in the public park of Washington, N. C., Charles Heisler's hometown, but it spent its working career as No. 6 of the Middle Fork Railroad at Ellamore, in Randolph County.

Of the four Shays at Cass, numbers 5 and 1 were built in 1905, No. 7 was built in 1920, and No. 4 in 1923. The Lima Locomotive Works, merged with the huge Baldwin Locomotive Works of Philadelphia in 1950, not only has quit making Shays, but no longer builds locomotives of any kind.

Lima now builds power shovels, an adjustment to market conditions which are a reflection of the changed manner in which many men wrest a livelihood from their environment.

The few operating Shays which yet exist at Cass and elsewhere carry not only tourist passengers. For old loggers and railroad men they also carry endless vivid memories of a vanished past.



Some of passengers snoozed during trip.

3m



A fleet of antique cars, driven by visiting clubs, seems right at home with Shay engine as it waits to take passengers on a ride.

O Shay Can You See?

After a successful first season, the Cass Scenic Railroad is rolling again.

BY WILLIAM C. BLIZZARD

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On Saturday, May 16, the Cass Scenic Railroad began its second year of operation. As a special feature of its opening, a delegation of antique-car owners chugged into the C&O station at Cass and temporarily abandoned their ancient gas-driven vehicles for equally ancient steam-powered locomotion.

In 1964, prospects of success and growth are excellent for the state-run Pocahontas County project. It was not always so.

There would have been no such Pocahontas tourist railway had it not been for a local committee which conceived the idea and fought for it. Headed by Theodore Riffe, a Cass resident who was chief accountant for the neighboring National Radio Astronomy Observatory, the Cass Planning Committee was formed in 1960 after the closing of the local Mower Lumber Co. operation in July of that year.

Without the lumber company, virtually the sole source of employment in the area, Cass was doomed to wither and die. Unless, of course, some other source of economic nourishment could be located.

The Cass Planning Committee pointed out that the logging railroad, with its old Shay engines, had too much of a tourist potential to be ignored and scrapped. The Department of Natural Resources was not impressed, at least not to the extent of jeopardizing other prospects in order to pour money into Cass.

But the fight for the old railroad became a cause celebre with several newspapers and legislators, and $150,000 (later boosted to $186,000) was appropriated by the legislature to buy and refurbish the railroad and certain associated properties.

Enough work was done so that the Cass Scenic Railroad opened for business under state auspices on June 15, 1963. During 1963, the railroad, with an 8.6-mile round trip, had 22,931 paying customers during 73 days of actual operation.

These customers spent over $40,000 in fares and on snacks served in the C&O station by the church women of Cass. In addition, the U. S. Area Redevelopment Administration made available $576,000 in federal funds for the development and extension of the operative railroad.

These funds were for the rebuilding of three Shay engines and 14 logging cars; repairs to the railway shops where engines and equipment are maintained; the purchase and improvement of four acres for a visitor's parking lot; development of a picnic area (including the improvement of a beautiful spruce forest) near the top of Bald Knob; and the extension of the tourist railroad trip to within 1,000 feet of Bald Knob, which has an elevation of more than 4,800 feet.

Matters seemed to be going well. But for a time the National Radio Astronomy Observatory at nearby Green Bank threatened to hold up ARA funds. The Observatory pointed out that it was where it was in order to avoid noise, and a railroad clattering all over the place was undesirable.

But Observatory officials were ultimately placated, and the ARA grant approved.

Kermit McKeever, head of the Division of Parks and Recreation of the Department of Natural Resources, has indicated that an engineer has been hired and work on the Cass project will shortly be contracted for.

Most of the necessary improvements will have been made by fall, so that tourists will be afforded a longer and more scenic journey (if they wish to take it) when the Cass Scenic Railroad begins operations in the spring of 1965.

As parks chief, McKeever is charged with the administration of the Cass railroad. But the ARA didn't walk up to him with $576,000 in a big bag (or "poke," which is perfectly good West Virginian), and say, "Don't spend it all in one place." He must work with interim funds procured as he may procure them, but guaranteed by the federal grant.

Cass was visited recently by a Washington newsman who wrote a story asserting, in essence, that the scenic railroad will be delayed because of "bureaucracy" and modern construction techniques, and that much ARA money earmarked for Cass will go to outsiders.

In fairness to the Department of Natural Resources, there is no evidence of boondoggling or undue waste in the Cass affair, and modern construction techniques will hasten, not delay, railroad improvement.

It is true that "outsiders" may, by competitive bidding, secure Cass work contracts. But competitive bidding is designed to save money, not waste it, and is open, of course, to local residents.

Actually, it appears that the Cass Scenic Railroad will ultimately become West Virginia's best-known tourist attraction, if the potential of the Pocahontas area is developed.

At present, the Cass complex, if it may be so termed, is not, and is not meant to be, entirely a state project. Taxpayers, of this state and others, have contributed to the railroad, which is supposed to attract customers, which is in turn supposed to attract private entrepreneurs.

Private business, obviously, is not going to hunt in an area unless it can smell a profit there, and profit potential has, in the case of Cass, been stocked through the investment of state and federal funds. While government and private business can work together efficiently, possibilities of friction are obvious.

For instance, the biggest tourist need at Cass is a place to eat and a place to stay overnight—at least one of each. At present, the need for dining accommodations is most urgent. The women of Cass have in the past run a "snack bar" in the C&O station, but can not do it this summer on a seven-day-week basis.

Without a nearby restaurant and motel to serve patrons, the Cass Scenic Railroad is badly handicapped. And without the railroad the need for the restaurant and motel does not exist. With such an interdependence of need, it might be better for both railroad and eating and sleeping accommodations to be either entirely under state supervision, or entirely in private hands.

Without common management, the need for cooperation between state and private business is essential, or debilitating dogfights are sure to occur.

Private negotiations are now supposed to be under way to turn the former lumber-company store, now vacant, into a restaurant, but Cass residents are getting nervous. Summer is nearly here, the facility is badly needed, yet nothing had been done at the time of my visit.

Representatives of the restaurant negotiators say they are waiting for a daily scenic-railroad schedule to go into effect on June 15. Until that date, the Shay-driven train is operative only on Saturdays and Sundays. Cass residents retort that the bird of time is on the wing, and they would like to guarantee railroad patrons chicken on the table.

Meanwhile, your best bet is to pack a lunch. It might be a good idea to make your trip as soon as possible, too, while the train ride is yet entirely a weekend affair. It isn't crowded, and it isn't hot. Your nearest motels are at Boyer, Buckeye, and Marlinton.

The huge cave near the railroad, which contains a 100-foot waterfall, may be opened by next summer. The owners of Smoke Hole Cavern, near Petersburg, have expressed interest in making a new cave opening which would be easily accessible to tourists.

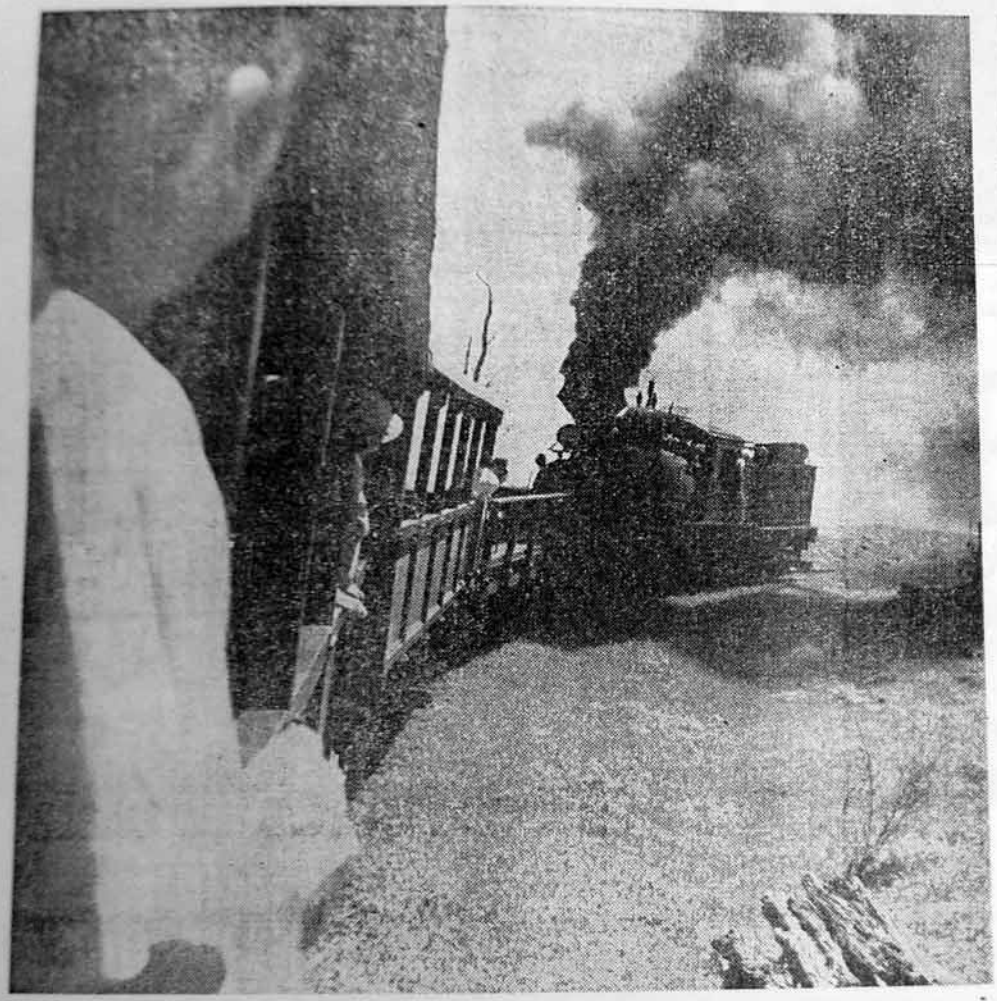
The future of Cass looks bright, despite predictable headaches. Even wildflower enthusiasts, I am told, have found the ride on the powerful little railroad worthwhile.

To appeal to this group, I contribute this slogan to Cass, free of charge:

"Shay it with flowers!"

Well, it's better than "Shay it with cinders." You won't need a Cass mask to protect yourself from the old coal-burner, but a head covering does help.

SUNDAY GAZETTE-MAIL



Spewing ashes and cinders, Shay engine pushes cars up steep grade.



Passengers rest at the top before trip down the mountain.



FREE

IN SOUTH CHARLESTON
Your choice of two handsome bonus gifts for saving at
DOLLAR SAVINGS & LOAN COMPANY

The Complete Truth Back of the Proposal to Buy the Cass Railroad

The best, most compact and lucid analysis of the feasibility of West Virginia's getting into the railroad business was outlined at a meeting in Marlinton last week.

This meeting, which was attended by the editor of this paper, was called by a planning committee, including:

Ted Riffe, Chairman, Chief Accountant of the National Radio Astronomy Observatory at Greenbank;

J. M. Kane, Jr., Treasurer, Cass Merchant;

P. F. Long, Mayor of the Town of Cass;

J. K. Arbogast, Assistant Superintendent of Pocahontas Schools.

Present were the business, professional and political leaders of the area.

The important thing in a nutshell was a report given by Ted Riffe. It appears herewith:

At the time of closing of the only industry in Cass approximately 165 men were affected. Some of these men were mobile enough to find employment in other communities and other states. The majority, however, were not blessed with the necessary skills and trades to find other employment, and today some 80 of these men, representing approximately 240 dependents, (wives and children) face utter destitution unless some form of employment is offered soon. (These men were eligible for unemployment benefits from July 1960 to January 1961 at which time these benefits expired.)

Proposal to State

It is therefore, with the above situation in mind that the committee offers a definite and sound proposal to the State of West Virginia to alleviate this situation.

In November 1960 the Joint Committee on Government and Finance, by resolution, recommended to the full membership of the 1961 W. Va. Legislature, that the State of West Virginia purchase the Mower Lumber Co. Railroad, its rolling stock, and other necessary equipment, to develop this most unique and rare railroad as an operating tourist attraction for the State of West Virginia.

The Cass Planning Committee wholeheartedly supports the resolution by the Joint Committee on Government and Finance as an instrument which could alleviate the unemployment situation in the area, and emphasizes the soundness of the investment in such a venture to the State.

Present Owners

The railroad and rolling stock are owned by the Midwest Raleigh Steel Company of Charleston, West Virginia.

The amount of railroad involved is approximately 8 miles, which runs from a point about 1-2 mile from Cass at a crossing on Leatherbark Creek to a point about 1 1-2 miles from the top of Bald Knob. (The railroad did actually go to the top of Bald Knob, but these rails have been sold as scrap. The road bed, however, is still intact and new rails could be laid in order to get the full effect of the engine traveling to the top of Bald Knob. Bald Knob is the second highest point in West Virginia (4,852 Ft.) and the railroad is higher than any other railroad east of the Rockies).

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If We Don't Watch They'll Steal Our Centennial

(From Page 3)

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committee's cost estimates and development possibilities. This summary was presented as an aid to the Joint Committee on Government and Finance in preparing this original recommendation.

The committee has made no attempt to project the number of people that would be employed indirectly as a result of the railroad becoming a tourist attraction (souvenir shops, etc.), but has concerned itself only with the direct employment to be provided, (operating personnel).

There currently seems to be some confusion as to the cost and relative merit of the proposed purchase of the Mower Lumber Company railroad at Cass, W. Va., as a possible attraction for tourists.

Wrong Reports

In the first instance the prices heretofore quoted in newspapers have been totally inaccurate as the attached basic investment detail will show. These costs are based on informal discussions with the present owners of the railroad and right-of-way. The improvement costs are merely a judgment figure which we are confident would be sufficient to develop the railroad into an outstanding attraction for tourists. Any improvement costs however, are subject to personal judgment, depending on how far one would initially want to carry the development program. If, for instance, a lodge similar to the one at Blackwater Falls or those at other State Parks, was to be erected, the costs would be much higher.

However, we believe the basic, initial investment should be concerned with the preservation of the railroad, and if in the future the demand for

If We Don't Watch They'll Steal Our Centennial

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would join her. But one important State WOULD NOT join the secessionist movement — and that was the Commonwealth of Virginia. She had had too strong a hand in the creation of this great nation to want to destroy it. TWICE the Virginia Assembly voted against secession, with the delegates from West of the Alleghenies (now West Virginia) firmly holding the line against it.

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Panhandling

BY JOHN W. BARGER

To start if any indication, we are going to have a rough winter over here in the Eastern Panhandle mountains. On Sunday, Dec. 11, about a foot of snow fell, and there has been snow on the ground and snow and ice on our driveway ever since.

At this writing, on Jan. 4, the wind is whipping snow off Allegheny Front across the valley in back of the house. The thermometer was at 28 degrees at 7:30 and has dropped to 22 degrees in about an hour.

For three days in a row we couldn't move a car through the driveway and had to depend on friends meeting us and dropping us off at the end of the lane in order to even get to the supermarket and the post office.

Everybody is tired of being housebound. Dispositions have shortened; tempers flare, and the tensions of confinement mount. Every mother we talked to during the holidays said she would be glad when school started and the kids would be out of the house for a few hours each day.

Our wood supply for the fireplace has dwindled to the point where we ordered coal to supplement it. And not the least of the irritations that come with such weather was the terrific gas bill we got the other day.

In other words, we're sick and tired of this weather and already look forward to the coming of spring.

Reads The Letters

One department of every publication that we always read is the "Letters to the Editor."

The Complete Truth Back of the Proposal to Buy the Cass Railroad

(From Page 4)

lic capital are encouraged to work jointly in a development as has been proposed then not only will the tourist stand to gain, but the state, local government, and all those concerned will gain, both financially and in the self-satisfaction that generally accompanies this type of undertaking.

The question which seems to be most prominent in the minds of those directly or indirectly interested in this project is the value of the railroad to the present owners. The value to the owners, however, is not directly in proportion to the value the railroad would be to the state and its development program, and we believe the attached summary of initial costs would certainly give the owners a fair return on their investment, and its value to the state, at these suggested costs, cannot be measured in cold dollars and cents only.

But what should also be considered is the benefit to the state and the area in which the railroad is located. Will the tourist be encouraged to visit the area? Will the tourist stay longer? Will the tourist spend more money? Will the tourist return? We believe the answer to all of these questions is a definite yes.

COST OF FIRST SUMMER

Personnel Per Week

1—Engineer	$ 84.00
1—Fireman	72.80
1—Brakeman	67.20
1—Conductor	67.20
4—Laborers	257.60
1—Clerk	40.00
1—Supervisor	100.00
10	$688.80
Coal (24 1-2 tons at 8.00)	196.00
Material and Supplies and Minor Repairs	200.00
Insurance	39.20
Food	130.00
TOTAL	$1,254.00
Less: Income 70 persons per day @ $3.00 per person	1,470.00
NET	$ 216.00

Estimated Basic Investment Cost Of Railroad at Cass

Cost of railroad and necessary rolling stock, including approximately 8 miles of track, 2 Shay type locomotives and 8 flat cars (plus stock and parts)	$100,000.00
Cost of 8 miles of right-of-way and approximately 200 acres of land on Bald Knob	25,000.00
Improvements of railroad and rolling stock	80,000.00
Park area on Bald Knob	25,000.00
Other improvements (station, engine garage)	30,000.00
Cave improvements? Ski slope? hunters' cabins? etc.	40,000.00
TOTAL	$300,000.00

(The improvements enumerated above should employ 65-70 men for a full 52 weeks).

In the attached summary of operating income and costs for the first summer of operation we have used a volume average of 70 persons per day. This average was based on the recorded numbers of persons who visited the Astronomy Center at Green Bank in the months of July and August 1960. It must also be taken into account that this average of visitors at the Astronomy Center does not include groups who made arrangements for tours in advance, but are merely people who passed through the area and decided to stop. Further, due to the lack of facilities in 1960 for accommodating the tourist, the Astronomy Center did not encourage visitors to tour the Observatory proper. What then, would be the volume of visitors coming into the area if a promotional effort in relation to the railroad to attract the tourist was undertaken? We believe the answer is quite obvious.

The operating costs for the first summer of operation as outlined calls for ten operating personnel at the going local rates for this type of employment. These costs have been converted to a 7-day work week (56 hours) and based on an initial summer's operation of 30 weeks (April through October). If, however, a ski slope is added the winter months will provide additional revenues with corresponding additional costs.

Each engine trip from Cass to Bald Knob requires 3 1-2 tons of coal at an estimated bulk purchase price of $8.00 per ton to the state, thereby requiring $196.00 of coal for a week's operation.

Other material and supplies are computed on the basis of requirements to "build up" an adequate stock of parts and supplies over a year's operation. (Initially this is not as important as it may seem as the railroad and rolling stock would be put in first class operation through the initial investment and heavy maintenance should not be a significant problem for three or four years.)

The insurance has been computed on the basis of .0 1-2c per person per engine mile. This is probably high but an experience rating will have to be established over one or two years operation.

The cost of food is based upon the present cost of preparation in volume. This cost was established by the experience of the present logging operation in preparing for 60-120 persons.

The income is based upon an average of 70 passengers per day. The cost to each passenger would be $3.00 and this would include the ride and a meal at the top of the mountain.

These estimates are based upon the local labor rates and probable costs of repairs if the railroad is initially put in good working condition. However, we believe the estimate of 70 passengers per day is low and any increase in passenger traffic would increase the revenue without a corresponding increase in operating cost.

It should be made very clear that this committee or other proponents of this project do not advocate its purchase at the expense of other worthwhile conservation or tourist attractions, but, unless positive action is taken, and taken quickly the state will no longer have such an attraction available to it, whereas other natural attractions can be deferred without a loss in either direct value or potential.

Winner of the Seventeenth Summer Literary Competition

1—Supervisor	100.00
10	$688.80
Coal (24 1-2 tons at 8.00)	196.00
Material and Supplies	200.00
Minor Repairs	39.20
Insurance	130.00
Food	
TOTAL	$1,254.00
Less: Income	
70 persons per day @ $3.00 per person	1,470.00
NET	$ 216.00

present owners. The value to the owners, however, is not directly in proportion to the value the railroad would be to the state and its development program, and we believe the attached summary of initial costs would certainly give the owners a fair return on their investment, and its value to the state, at these suggested costs, cannot be measured in cold dollars and cents only.

But what should also be considered by the State in establishing a value would be the number of persons to be employed, and the aid to small local businessmen such as hotel owners, service stations, restaurants, stores and the like. Of course, any aid to business such as these have a direct relationship to the economy of the State which would be derived in the form of Consumers' Tax, Business and Occupation Tax, gasoline tax, hunting and fishing fees and the like.

The State of West Virginia has at its disposal in the area of the Cass railroad the heritages which have been the trademark of West Virginia in the past and also those that are playing an important part in the future of the state. The heritage of the past—an 1880 model steam locomotive lumbering up the side of a mountain to a peak unequalled in height by any railroad in the eastern United States. And just a short five miles from the

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...ried many of his
...great success, but
...e, which is also
... our friends, is a
...marinade. It is ex-
... steaks, especially
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...s or out.
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...2 cup of olive oil
...oil, 1-2 cup of soy
...2 cup of bourbon
...d 2 small onions
... 2 chopped cloves
...d 3 tablespoons of
...esh or preserved
...l teaspoon of fresh-
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...e vinegar. Use for
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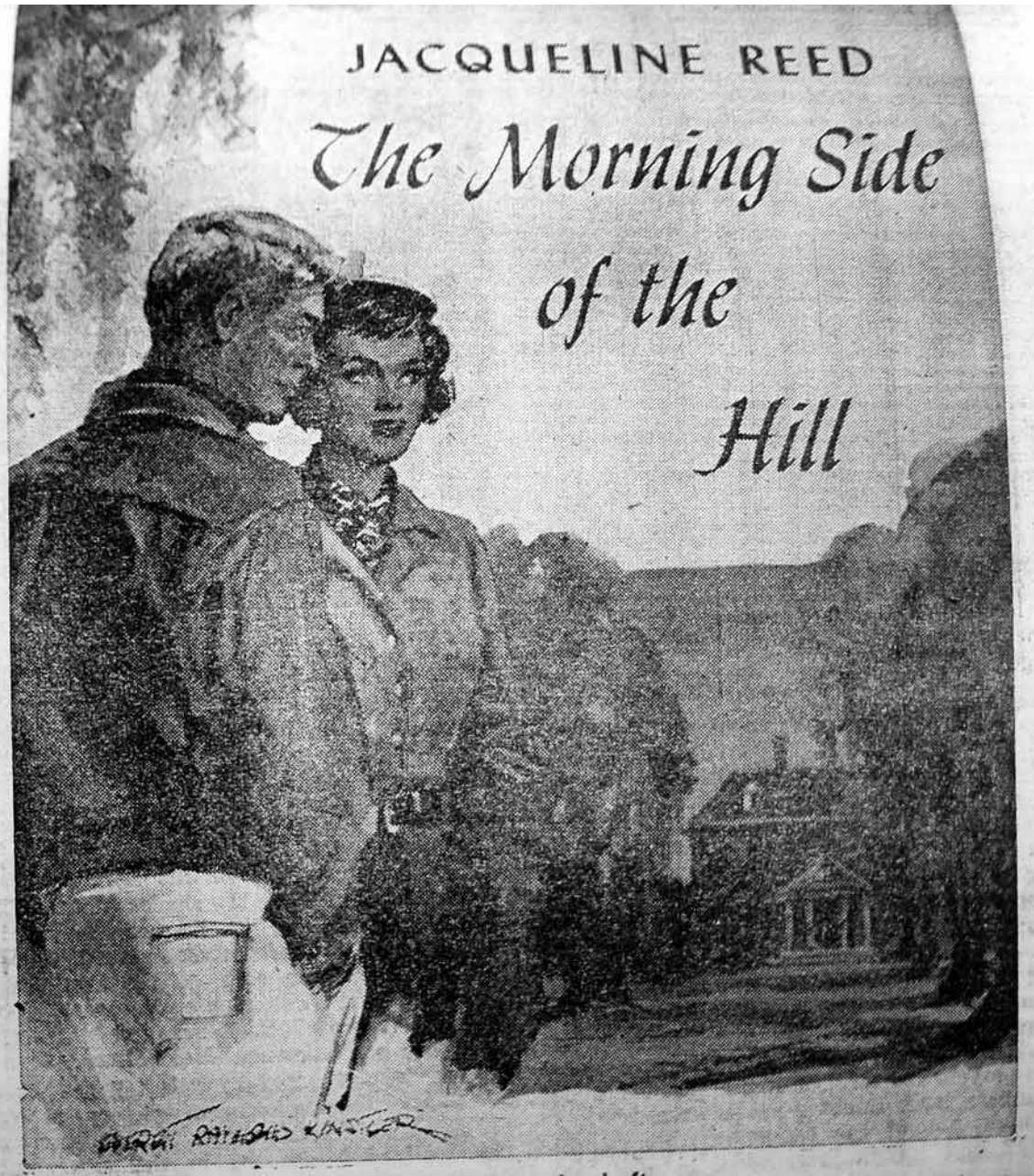
...ds like a waste of
...ey, but you don't
... a brand like Jack
...ry that cheap stuff
... pull out of the
...n guests arrive.

Commercials

...handler's nomination
...everest of the new
...commercials goes to
... Chung King chow mein and Pontiacs.

...mein in an elevator and the other for Pontiacs where the two power shovels have a discussion of the car's fine points.

Most TV commercials are dull and insane, apparently aimed at a three-year-old mind, judging from the reaction of our Betsy. But the two we have mentioned might even sell chow



Only 140 Books Left
Hillbilly Bookshop, Richwood, W. Va.

A Tourist's Prevue of a Cass Railroad Ride

By Ivan N. Hunter

Last summer, after we hiked up Hills Creek near Hillsboro in Pocahontas County and took some fine shots of the Falls, we thought that we had seen the ultimate point of interest in that section of West Virginia. But, how wrong we were.

Just this past weekend, we returned to Pocahontas County and found another amazing facet of interest in this unique county.

The day that we found another exciting chapter in the story of Pocahontas County was last Saturday and the place was Cass, a small mountain village crowded by the Allegheny foothills to a precarious perch on the banks of a turbulent river named Greenbrier.

Last Train From Cass

I was in Cass not to meet the friendly people or to admire the unequaled scenery or draw into my lungs, the pure air of the hill county. I was in Cass to take a ride on a mountain railroad and when we arrived in the community at eight in the morning, the object of the affection of just about every rail fan in the eastern part of the nation was puffing saucily on a side track, taking on water. "Number Four" and

prime in the early days the present century.

If you haven't been re the West Virginia Hillbill might not know that P Baum, a rail fan from Pe vania, came down to th Capitol and talked to t makers during the spe sion with such convincin manship that the men talking politics long en set up a special subc to investigate the pros of his idea of buying road for a tourist attr of the last steam East of the Rockies.

To Decide Su

The subcommittee coming Sunday at in Charleston to de what it will recom legislature when it January. Most of t members have vately that they that the state pu ing stock of the Lumber Compan into a rail buffs

The town of only industry sold at the au sembles one o western ghost mother lode p

Narrow stre

Of Arlington, Va.



Going Up Cheat — West Virginia's Most Talked About Train

Baum Writes Again about Cass Train

Dear Mr. Comstock:

Enclosed are a group of pictures I took on the trip Saturday aboard the "Legislature Special". Please return these with the rest after you have used them.

If the proposal with the legislature falls through (he wrote on Sunday, October 20) today you may be interested in getting more information of this sort of thing to use in your newspaper promotion.

If so, my offer still stands of taking you around the two tourist railroads in Pennsylvania. One, the East Broad Top, which opened up this August, was in constant communication and made many trips to the Tweetsie in North Carolina. And the operator of the EBT delved into all the facets of the Tweetsie before starting his own operation. And it is from my talks with Mr. Wilburn of the EBT that I found out my info on the Tweetsie.

I was probably instrumental here [illegible] several years ago in helping to get the ide[a] started. With subsequent trips with the ma[n] from the Tweetsie to purchase equipm[ent] from the EBT at cost. I think the idea fina[lly] blossomed and then trips and discussions w[ith] the Tweetsie man finalized the decision [of] Mr. Wilburn to convince the owners of t[he] railroad, Kovalchick Salvage concern [in] Pittsburgh, to follow through with the id[ea]. Mr. Wilburn was up until the line was officially abandoned (track was never torn up though) and still is the Operating Vice-President. [He] should go on a Sat. or Sun. and next week (the first weekend in November) is the end for th[e] year. You can also compare the multitude [of] vantages the Cass outfit has over the EBT an[d]

(Turn to Page 8)

MARIETTA, OHIO

Spokesman for the only state that can own an up hill railroad.

The WEST VIRGINIA Hillbilly

SINGLE COPY 25¢

VOL. II NO. 49 NOVEMBER 12, 1960 RICHWOOD, WEST VIRGINIA



Save The Train!

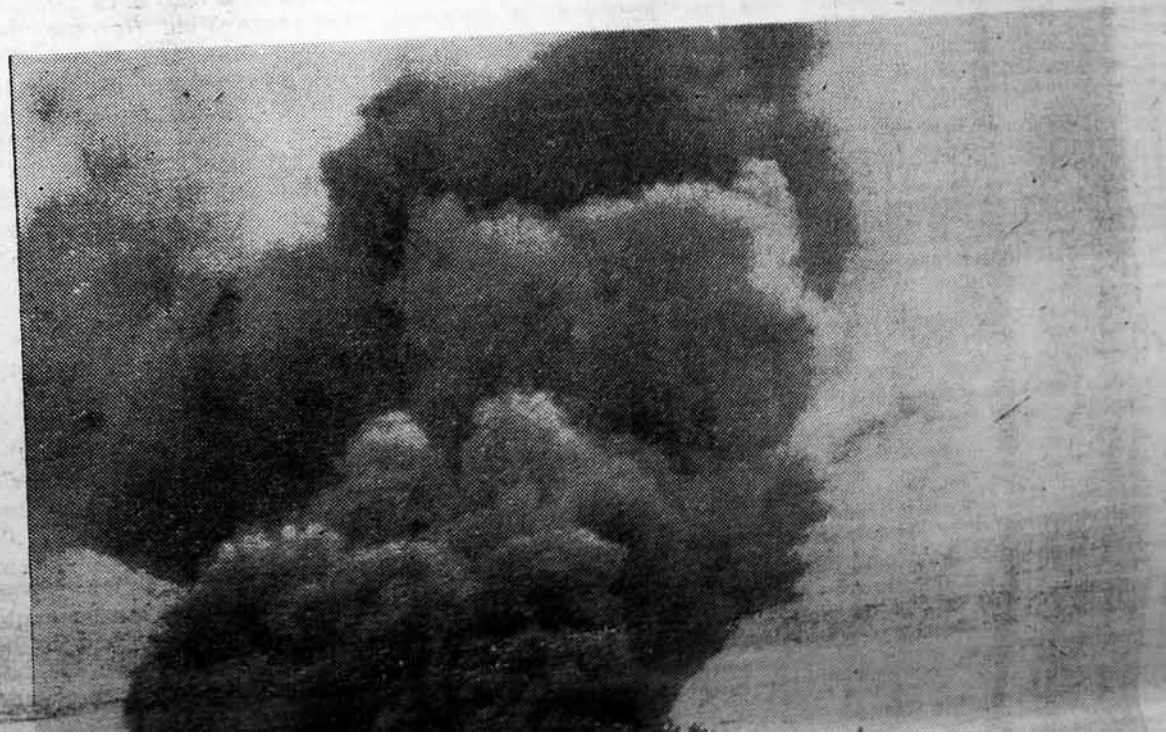
THE STATE CAN BUY A RAILROAD

AND OTHER STATES PROVE IT FEASIBLE.

West Virginia has something that a lot of other states would give a purty for and that's a bit of sure tourist bait in the form of a mountain and a railroad that chugs up it.

The state of West Virginia can have this railroad if the owners don't want to get too rich on it, and if the state's representatives are convinced of its worth as a tourist attraction.

There is every kind of interest in the idea. This paper has heard from everybody and his brother and all divinely hope that the road and its steam locomotive will



Barren, Jr.
Of Arlington, Va.



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I was probably instrumental here also several years ago in helping to get the idea started. With subsequent trips with the man from the Tweetsie to purchase equipment from the EBT at cost, I think the idea finally blossomed and then trips and discussions with the Tweetsie man finalized the decision of Mr. Wilburn to convince the owners of the railroad, Kovalchick Salvage concern near Pittsburgh, to follow through with the idea. Mr. Wilburn was up until the line was officially abandoned (track was never torn up though) and still is the Operating Vice-President. We should go on a Sat. or Sun. and next week (the first weekend in November) is the end for the year. You can also compare the multitude advantages the Cass outfit has over the EBT and

(Turn to Page 8)

Let's Save the Railroad!

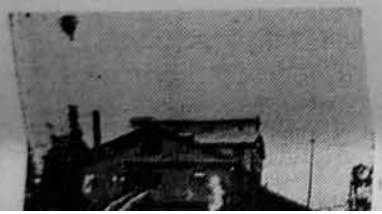
RUSSELL BAUM MAKES PLEA FOR "EASTERN" PRESERVATION



The railroaders call this "clawing" and the old coal-burner is sure clawing up Cheat.



Old No. 4 gets shifted. This is up in the mountains six miles above Cass.



From Page 1

the Strasburg. There is not even a close comparison on this score. The negative point, of course, is location. But I'd like Mr. Wilburn to tell you about the amount or lack of I should say, local trade. It's mostly long distance traffic. The EBT is located at Orbisonia, Pa., and the Strasburg at Strasburg. If you fly I'd be willing to meet you at Harrisburg and if you drive, either in Sunbury or Orbisonia.

I think one of the great appeals in any newspaper drive is partly sentimental. I talked about it on our trip. I avoided it during the legislature talk on purpose. But to reiterate the appeal to me is this. Whereas we've set aside Mountain tops, forests galore, streams and valleys, rocks and monuments as national and state parks — very little has been done to preserve the most cherished heritage of all — our human heritage.

And where is the preponderance of human heritage? It's in the East. The Pennsylvania Grand Canyon tries to emulate the Grand Canyon of the Colorado. The Great Smokies and the Hills of West Virginia try to be eastern pretenders to the Rockies. But no matter how hard we try the Monongahela National Forest will never compare with the forest of Sequoia National Park with its towering 300 foot giants up to 40 feet in diameter.

Want to Be Something Else

There is no tree in the Allegheny forest that would give 700,000 board feet of lumber. There is no canyon in the East quite like Yosemite—Tallulah Gorge in Georgia comes closest, 3000 miles behind. And there is no all around park like Yellowstone. And there is no grandeur in the world quite like looking at Mount McKinley (called Mt. Denali

the cost of salvage rail at about $1.50 to $2.00 per foot. And the more of these places we add, the more attractive a travel package the East will be — or for that matter keeping a perpetual West bound tourist East (like me).

Let's Preserve the East

As an aside — if at this time I could land an attractive job in the West I'd do so. I love to travel — and that is becoming the American pastime—and will continue to do so. And with places like the proposed Cass layout I'll have no need to be out West to be steeped in the beauty of America. I'll be able to do it at home. And yes, we do have some of these things here, such as Williamsburg, Hopewell Furnace (an iron furnace Nat'l Park in Pa.) along with scores of military parks like Gettysburg, which memorialize and perpetuate wounds of the past with hunks of stone strewn over the landscape.

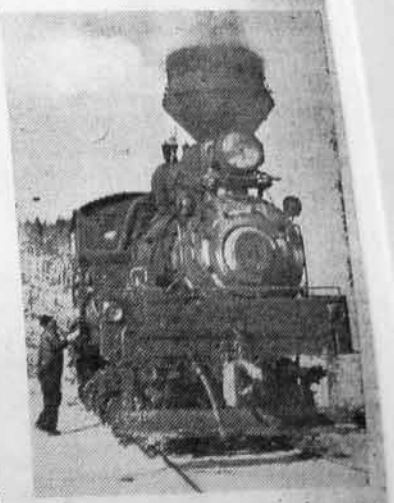
Let's face it: We've come short of preserving the glory of our East. At Cass we can combine the serene beauty of the East in its finest with the transportation mode that made America — the Railroad.

And showing steam in its finest hour, a symbol of a passing century of tradition, is a nostalgic item that will live in the hearts of men for time to come; the personal and romantic throbbing of a steam engine along with its plaintive wail!

What American father will not fail to rationalize some reason to take his son for a last look and a return look for that matter? You talked on the trip about the West capitalizing on the Cowboy. How about Paul Bunyan and the Lumberjacks? Were they *not* as colorful? Who doesn't use lumber? And who doesn't thrill to the thought of a rugged lumberjack deep in the woods calling out in resonant tones — "Timberr"? How many people have gone through an honest to goodness saw



Brakeman Barclay walks his last day on the empties. His job finished on June 30. He is a valuable man if put to work to take the tourists for a ride.



These pictures were made by Mr. and Mrs. Wm. E. Barrett, Jr. of Arlington, Virginia, two train lovers who come, or did come, to West Virginia to worship at the altar of the great god Steam. This is No. 4 Shay at a Cheat water stop.





Old No. 4 gets shifted. This is up in the mountains six miles above Cass.



This mill was built in 1921, replacing one that burned. Hillbilly feels that this old mill shouldn't go, that down the years it will pay the state a pretty penny as a souvenir of the past. A logger's museum could be garnered here.



That's a log loader, children. Sure you know now. But there will come a day when you won't. Unless the state of West Virginia, or its businessmen, have the wisdom to preserve this rich heritage.



ilage of all — our human heritage.

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Can the East top that? Yes, it can. Not by trying to match that which makes the West great, not by matching mountain peak for mountain peak; but by preserving that which made America great, by preserving that which the East in our history books is noted for—its human heritage.

True we have beautiful forests and hills in the East with a certain unusual sylvan beauty to set them apart from those of the West, but it's not a dynamic beauty as with the West. And it's not going to draw people from the Midwest East when it's just about as easy for them to travel West. But it's a combination of our pastoral beauty combined with the dynamism of our rich human heritage that will draw people to the East. Why do people go to Europe? Certainly not to listen to people speak a language they can't understand or to see scenery we can surpass several times over in our own backyard. Nor for the opportunity of spending the $500 round-trip airplane fare. It's the human heritage in Europe —the museums colosseums, pyramids, that take people there. One note—a local friend of mine

serving the glory of our East. At Cass we can combine the serene beauty of the East in its finest with the transportation mode that made America — the Railroad.

And showing steam in its finest hour, a symbol of a passing century of tradition, is a nostalgic item that will live in the hearts of men for time to come; the personal and romantic throbbing of a steam engine along with its plaintive wail!

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Last year in Longview, Washington, I went through the Weyerhauser Mill. There were 25 in our party. Tours were hourly every day of the week. Absurd? No! In a large center of population—no. Just a pure genuine interest in our human heritage—lumbering. And remember, this is just to see a mill operate. There's no ride involved. No scenery to see. It's not next to anything else of interest. There's no timbering to watch. It's just to look at a saw mill.

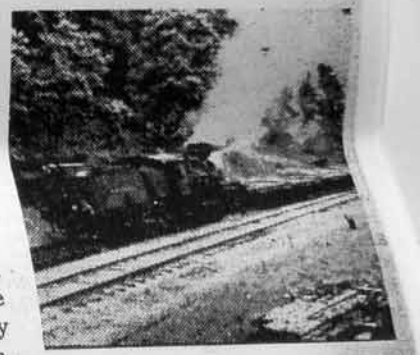
We Have So Much . . .

My father-in-law travels East and hauls me around on jaunts for guess what — just to see the remains of old iron furnaces. And there are crowds at the developed places like Hopewell. Why? You know why. And yet there's nothing operating at these places. All there is are guides, pamphlets and restored and reconstructed remains. So, plus these three vitally interesting facets of our heritage we have added at Cass a perennial favorite—a cave; and of course the not to be forgotten heritage of our future—the National Radio Astronomy Observatory at Green Bank. Believe me there's a Gold Mine in Them Thar Hills and it's not in California.

And you can continue to ask me for any possible further help I may give. I want nothing more out of it than the feeling that I've done something for a good cause and the



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Last empties come from the Cheat woods. It's the last day of a sixty year span. West Virginia add 160 to its unemployed.



Clyde Galford brings in wood from the hills. This is truly a picture of West Virginia's glorious past.



This mill was built in 1911, replacing one that burned. Hillbilly feels that this old mill shouldn't go, that down the years it will pay the state a pretty penny as a souvenir of the past. A logger's museum could be garnered here.



That's a log loader, children. Sure you know now. But there will come a day when you won't. Unless the state of West Virginia, or its businessmen, have the wisdom to preserve this rich heritage.



The old choo-choo comes to a bit of land on the level between the two switch-backs on the side of Old Cheat.

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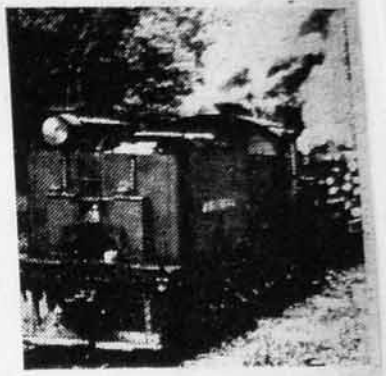
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And you can continue to ask me for any possible further help I may give. I want nothing more out of it than the feeling that I've done something for a good cause and the self-satisfaction that that gives and the knowledge that future generations and myself will have places to go in the East in quest for rich vacation spots.

Russ Baum

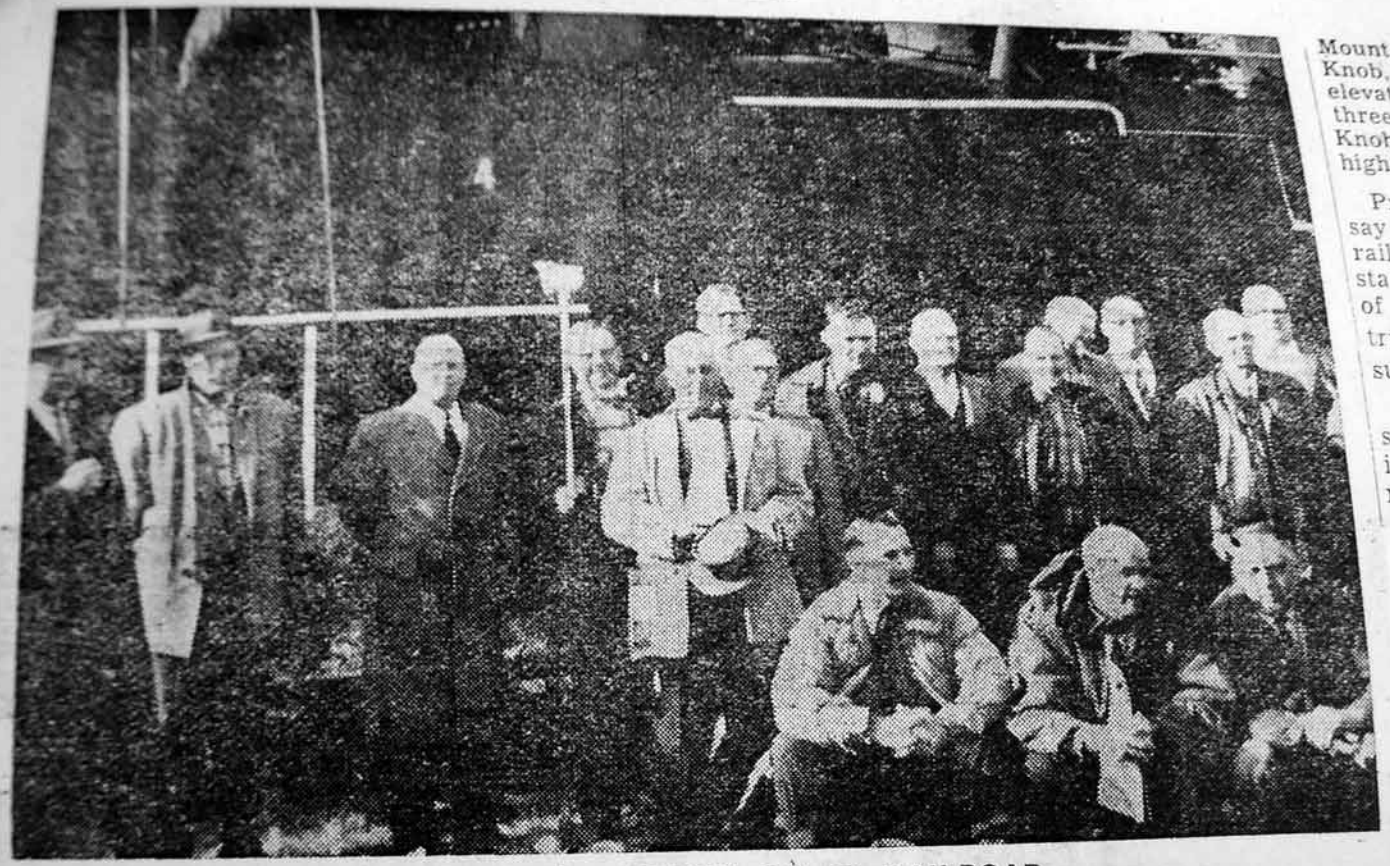


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Clyde Galford brings in wood from the hills. This is truly a picture of West Virginia's glorious past.

People, who are deeply interested in the fate of the Cass railroad have been asking me if it is maybe possible to have a mass meeting somewhere in in the state. Any suggestions along this line from readers?



THEY BEEN WORKIN' ON DE RAILROAD

If West Virginia buys the railroad at Cass, and thus fills its coffers with tourist dollars these men who met on the inspection trip two weeks ago. They are: (sitting left to right) J. C. Cruickshank, Jim Comstock, and Harry Pauley. Standing: Don Crislip, Ted Riffe, Carl Frasure, Dick Bowman, P. F. Long, Robert Jacobson, A. L. Reed, Carl Gainer, C. H. Koontz, Don Mower, Ward M. Dawson, Sr., Mr. Yoke, T. G. Matney, and Herb Schupbach.

Mountain to the top of Bald Knob, which has a reported elevation of 4,857 feet—just three feet less than Spruce Knob in Pendleton County, highest point in the state.

Proponents of the purchase say that the steep, old-style railroad, with the old diamond stack steam locomotive capable of laboring up the scenic countryside, plus Cass Cavern, a sure-fire tourist attractions.

The underground waterf said to be about 200 feet hi is within the cavern near railroad.

Cass Train Report

(From Page 1)

er," is interested in buying the railroad if the state decides against making the purchase. His reported offer is about $75,000.

Co-Chairman Harry R. Paul-

ONLY RAILROAD NOT MERGING

Between sessions of two legislative committees Sunday, jesting senators and delegates discussed the possibility of issuing passes on the scenic Mower Lumber Co. railroad.

Harry R.

...lahr's Speech

...m Page 5)

...me private institu... ...e parts of the coun... ...o be alarmed over ... proportion of stu... ...ivate institutions— ...e they resist ex... ...r own enrollments. ...ense in a time of ...ation growth—for ...an forcing down ...n of young peo... ... go to college at ...ery time the need ...calibre labor force ...h development of ...ts are becoming ...nd our country's ... need. Unemploy... ...ely cured by rear... ...erations of unem...

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...'s the matter of ...function: For ex... ...es and universi... ...ch in common— ...ot in common. I ... our University ...entertain the no... ...g to bring every ...graduate in West ...organtown. That's ..., the unique func... ...niversity as I see ...rsity itself wants ...ges in this State— ... of the State— ...an draw on them ...dents in our grad... ...fessional schools— ... all want better ... which to draw ...

...Get Together

... can get together ...s of each of our ...It would be no

The Latest Word on Cass Choo Choo

By Ivan N. Hunter

Just about everybody in West Virginia, and several other states too, with a few notable exceptions, has fallen in love with the Cass Railroad. This fact was brought out at the Legislative committee meeting held in Charleston Sunday, November 20.

A petition bearing the names of 1500 Marshall College students, along with numerous letters and wires, was read to the six man group before they unanimously voted on co-chairman Harry Pauley's motion to recommend the purchase.

The motion instructed Conservation Director Warden M. Lane, to get in touch with the owners of the railroad and rolling stock and attempt to get a reasonable price quoted for presentation to the full house membership when they convene in January for the 1961 session.

During the Sunday meeting Director Lane revealed some of the long range plans for tourist development in West Virginia by his Conservation Commission. The Director specifically mentioned the Seneca Rocks area and the Bluestone Gorge as projects whose development should have higher priority than the Cass scenic Railroad.

Lane expressed only mild enthusiasm for the development of the Cass line but told the committee that his department would be glad to operate the scenic line if the legislature followed the committee's approval and "give us enough money to run it on".

Listing some of his objections to the project the Conservation Commissioner noted that the town of Cass was almost inaccessable to concentrated tourist traffic. He also stated that the cost of acquiring and operating the scenic shay line might prove prohibitive.

Ted Rife, an employee of the radio-astronomy center at Green Bank, and an ardent spokesman for advocates seeking to preserve the last steam mountain line in operation in the eastern United States, disputed some of the cost figures quoted earlier in the hearing by Director Lane.

"The Bluestone Gorge and Seneca Rocks have been in place for a million years, and will last another million", Rife said. "But the Cass Line will be sold for scrap unless somebody takes action soon", Rife went on.

Disputing the need of an expensive lodge to house and feed tourists Rife explained that the state could purchase several old Pullman coaches and dining cars and set them off on a siding and the Cass Railroad would be in business, at a fraction of the cost estimated by Director Lane.

Even the amount of coal required to climb Bald Knob figured in the discussion. Warden Lane had earlier told the legislators that his department estimated that it would take ten tons of coal to make the steep ascent.

Railfan Rife challenged the tonnage figure and told the members that it would only take four tons to climb the mountain and "a half a ton to come down".

"We propose to hold a public meeting somewhere in the state, as suggested by the West Virginia Hillbilly, to plan for action to present our cause to the West Virginia Legislature when it convenes in January", the astronomy center accountant announced at the meeting. "Public notice of the time and place will be announced," Rife concluded.

EGAN WROTE HUMOROUSLY OF THE CIVIL WAR

One of the few humorous books on the Civil War is "The Flying Gray Haired Yank" written by Michael Egan of Parkersburg in 1888.

TWAIN'S PARENTS LIVED IN MASON COUNTY

The parents of Mark Twain once lived in Mason County.

is the only criterion in determining whether we need more money or not. We shall talk about the improvement of educational quality, instead, or at least in addition. We shall try to work out ways of identifying and rewarding talent as distinguished from mere time-serving. It's talent that we want to get and don't want to lose—let's put our money there—we can always get warm bodies to stand up in a classroom and call the roll. We shall visit each other's campuses and learn about each other's problems and strengths first hand. I get tired of hotels—but never of campuses. We shall help each other. First we must sell, even more than we have, the values of higher education to the people and their leaders—make absolutely clear its indispensability to the State, to the Nation and to youth in the second half of the 20th century. We shall join in encouraging increased corporate giving to higher education and in educating all our alumni to the fact that their own education whether public or private, was heavily subsidized. Together we have avenues of approach to foundations, corporations, legislatures, churches and individuals and groups of all kinds that we may not have separately or alone.

We shall endeavor to explode the fallacies in the public mind, such as that tax-assisted institutions don't need private support, that voluntary contributions to public institutions reduce contributions to other institutions, that private institutions can survive by just keeping on raising tuition, that private institutions suffer unfair competition from low fees in tax assisted institutions. All of these are sheer nonsense. Let's scholarships. We are about to set up a joint statistical service and joint efforts in fund-raising. We hope to work more closely together increasingly in the highly important field of adult education.

Person to Person

R. E. Mathews of Weston will receive Hillbilly for the next 52 weeks with the Christmas ... at the invitation of WOR to tell tv and radio audiences of the Manhattan area why Hillbilly is ...

Time to Start Workin' on

There is somebody who
esn't like a railroad. Some-
dy who doesn't want to buy
e little Cass Railroad and
nd it to chugging up to the
p of Old Baldy with a cargo
f free-spending, fun-loving
urists.

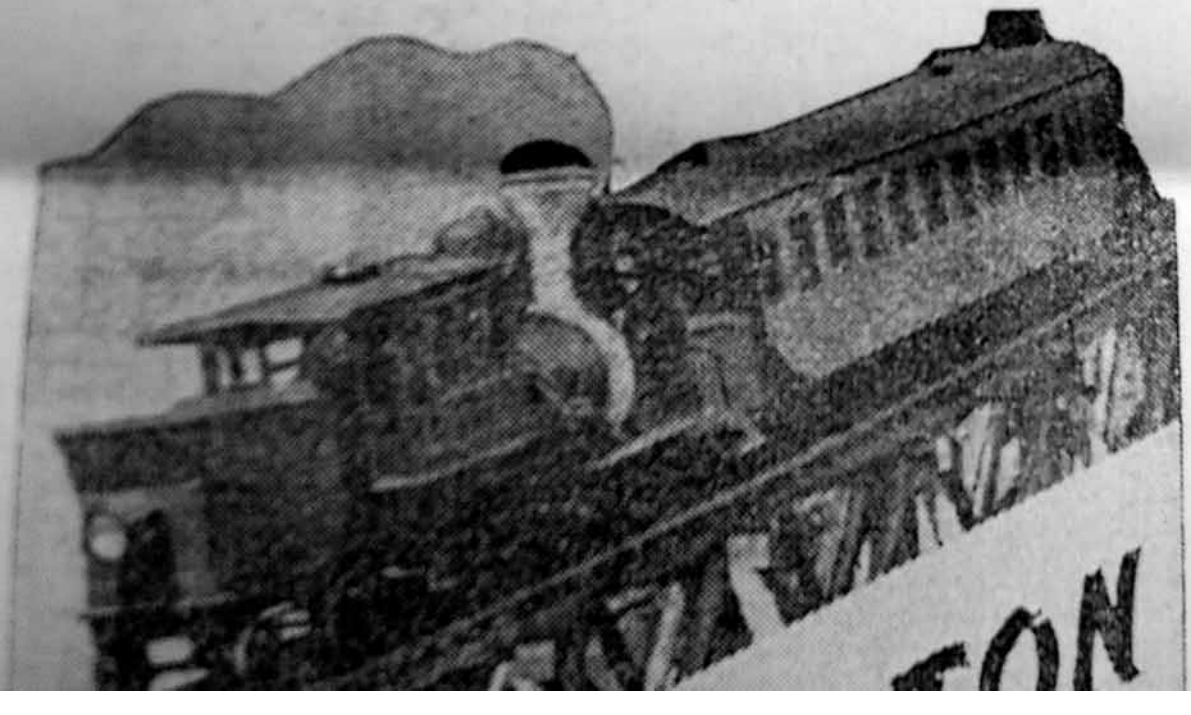
There's somebody that doesn't
ant to put the unemployed
ople of Cass to work running
at little railroad, to building
e large tourist camps that
will be necessary to take care of visitors.

That somebody is, first the Governor of West Virginia. He doesn't like it because if he did he would have said to the legislature, "Buy that little railroad and let it be the first olive out of the tourist jar. Buy it, boys, and let's give the people back a little something." The Governor has been made good father of the West Virginians by a great mandate and he is serving by the divine right of kings. But he didn't say do it, and it wasn't done. One wonders why the governor doesn't like the railroad.

The Senate of West Virginia likes the railroad and put it in the budget so it could be bought. But the House didn't like the little railroad and they said, no, they wouldn't itemize it. The House and the Senate have to agree or the budget can't be submitted and the legislature can't adjourn until they get together. So there was a kind of comprise.

"Let's put in enough money and if the Conservation Commission wants to buy it later, then they can buy it." That was nice on the surface, but it still means that there's somebody in power who doesn't like the little railroad and that the state will never buy it. Or so this paper thinks.

There is somebody who likes the little Cass railroad. This



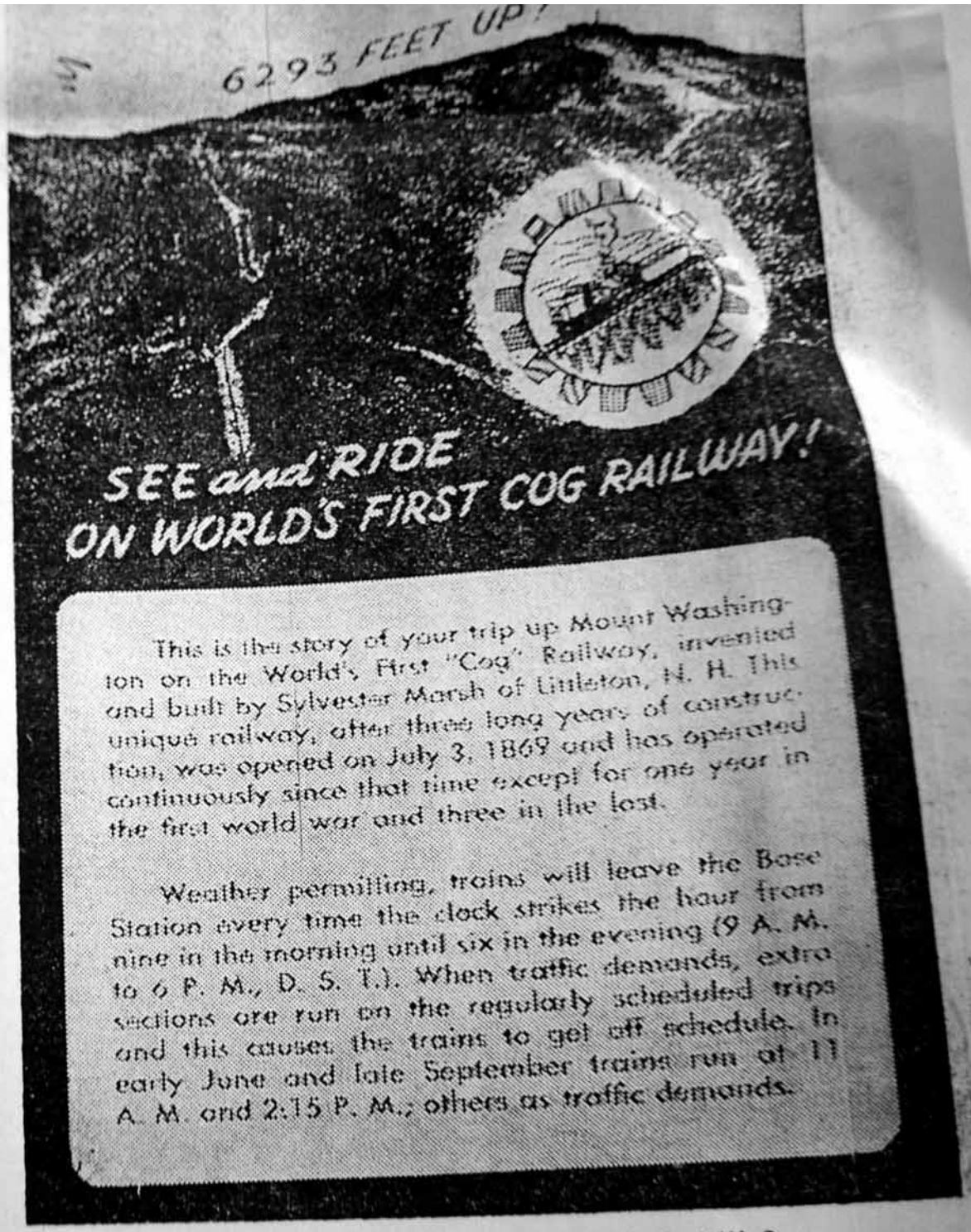
adjourn until they get together. So there was a kind of comprise.

"Let's put in enough money and if the Conservation Commission wants to buy it later, then they can buy it." That was nice on the surface, but it still means that there's somebody in power who doesn't like the little railroad and that the state will never buy it. Or so this paper thinks.

There is somebody who likes the little Cass railroad. This paper, for instance. But this paper isn't any judge because this paper is one man's opinion. So that can be discounted. But there are others who like the little railroad and that is just about everybody in West Virginia except the strong man on the budget of the state. Why they don't like it, nobody knows. One of the big men says it will take too much money and he talked about toilets on top of the hill and about other things. This paper said back to him, get the railroad first and then talk about those things. Be sensible. But the man got ruffled and the paper got ruffled and nobody got anywhere.

Now this paper predicts that if the thing is left up to the state, that the railroad will be sold to those people in Marion, Virginia, who would like to have it to attract tourists. But that shouldn't happen and this paper will scrap till hell freezes over or until the last spike is taken





. . . happen in our West Virginia hills?

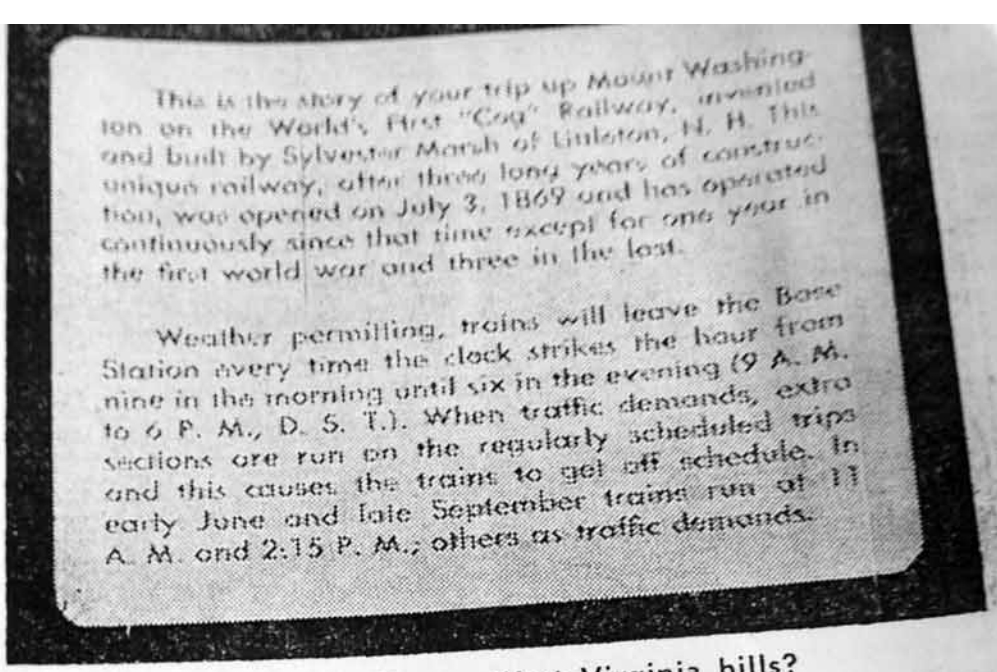
about everybody in West Virginia except the strong man on the budget of the state. Why they don't like it, nobody knows. One of the big men says it will take too much money and he talked about toilets on top of the hill and about other things. This paper said back to him, get the railroad first and then talk about those things. Be sensible. But the man got ruffled and the paper got ruffled and nobody got anywhere.

Now this paper predicts that if the thing is left up to the state, that the railroad will be sold to those people in Marion, Virginia, who would like to have it to attract tourists. But that shouldn't happen and this paper will scrap till hell freezes over or until the last spike is taken up and sold to the Old Dominion, which apparently has more gumption and leadership than the New Dominion.

If enough of you West Virginians are interested in buying stock to make this thing possible, now is the time to say your piece. Write this paper now as to what extent you can or will go. Write to us until we get a good organization to take over from there. also watch for a big meeting in the Civic Center or somewhere soon. At this meeting we will have experts on hand, we'll have lawyers to tell how to organize stock companies, and we'll have a treasurer on hands to take money.

Let's prove to the world that West Virginia doesn't have to go prowlng around Washington for commodities for its people to live. Let's take what God has given us in good scenic negotiabilities and turn them into cash. Watch for further word from this paper.

However, it is possible for the state to do something. But this paper thinks the chances are molecular. This paper thinks it is a job for the people, not the people who represent the people.



. . . happen in our West Virginia hills?

to The Irish Is on Page 14, B'gora!

Complete Text of Russell Baum's Cass Railroad Plea

My purpose here today is to suggest the feasibility of the state of West Virginia's purchasing and operating a segment of the Mower Lumber Co. in Cass, West Virginia as an operating museum of railroading and lumbering—turn of the century style—for the benefit of the people of the state and as a major tourist attraction. And further, to show that this tourist attraction would pay its own way from its own revenue.

Railroads, and expecially logging railroads, have for the past 15 years been my primary hobby. Through business, the military service, and vacations, I have tarveled and seen most of the interesting railroads in 49 of our 50 states, Canada, and Mexico from the Cookuila and Zocateas to the White Pass and Yukon. In riding over the Mower railroad last October it occurred to me that few Railroad and none of the operating tourist railroads came close to matching the Mower in spectacular scenery. Further the most scenic part of the line is within 6 miles of Cass.

It was because of this ride that the thought kept mulling over in my mind that this definitely would be the line to preserve as an operating logging railroad to be promoted as a tourist attraction. It would be a natural for the state to include it in its Park System. This whole concept of a railroad park is not new. In 1947 the Edarville R.R. was born in Cape Cod District of Mass. with six mile of track around a Cranberry Bog. Today it is the most successful of the tourists operations. The passengers each year are in the hundreds of thousands.

Another tourist railroad is the Tweetsie at Blowing Rock, N. C., near the Smokies but in a remote section of N. C. I was told that last year they is the Silverton Line running from Durange to Silverton, Colorado. They are booked up in advance for tickets and a ride over their 45 miles of track requires a four day wait on the average. Today Durange is a booming tourist center. Hotel rates shot from $2.50 eight years ago to $7.00 today for a single, and the unusual part is that Durange is 450 miles from the nearest city of over 5,000 population and has to compete with such attractions as the Grand Canyon, Rocky Mountain National Park, and Yellowstone for the long distance tourists.

Another is the East Broad Top in Penna. It started this August with a five mile trip through some pleasant farm land. It is presently bettering expectations and Mr. Wilburn, the operaitng Vice President, expects to add to the line next year.

Although these other railroads are operating quite successfully, they have only one basic attraction, that is a railroad with an operating antique steam engine hauling poeple for an average of five miles over the track. The Mower Lumber Co. Railroad has far more to offer.

To start with, it would be the operation of a real railroad—most of the tourist lines are built for the occasion and for the historian type person, therefore lack interest.

The Mower does not merely go around in a circle or over an uninteresting stretch of land. The other lines operating in the East can come nowhere near matching its scenery. You would have the added interest of lumbering—turn of the century style—and lumbering in itself has a great appeal to many people. Today in the United States the only railroad logging by the old method of rail to logging point and skidder car tential to serve as a tourist attraction.

The engines themselves are very unique in the annals of Railroading. They are Shay geared steam engines complete with a real 1890 dimond stack. There are two switchbacks on the line. And I know of only two others left in the U. S.

There is an added attraction of a mammoth cave only about 50 yards from the suggested termination of the line on the hill. This cave has received innumerable write-ups in certain magazines. A cave in itself would attract numerous tourists, and the combination would make a very strong tourist attraction.

Then at Greenbank, five miles away is a large observatory that would help attract still more people.

The Mower operation would require the operation of only five miles of track and the purchase of six miles. This would take the line through its finest scenery, and five miles is the ideal length for this sort of thing.

Because the major investment is there, the cost would not be large and no more than scrap value for rail and engines.

To summarize—none of the other railroads serve any other purpose than to memorialize steam railroads, and none have operating geared engines or interesting scenery. With the Mower you have in addition the large interest in logging—the chance to show old time logging railroading at its best—and a large undeveloped cave.

However this is the last opportunity to do something about it. Unless it is stopped, the salvage company wants the tracks ripped up by time winter sets in. Building a new railroad would be prohibitive.

The highways for entering Cass

interesting railroads in the states, Canada, and Mexico from the Cookeville and Tennessee to the White Pass and Yukon. In riding over the Mower railroad last October it occurred to me that few Railroad and none of the operating tourist railroads came close to matching the Mower in spectacular scenery. Further the most scenic part of the line is within 6 miles of Cass.

It was because of this ride that the thought kept mulling over in my mind that this definitely would be the line to preserve as an operating logging railroad to be promoted as a tourist attraction. It would be a natural for the state to include it in its Park System. This whole concept of a railroad park is not new. In 1947 the Edarville R.R. was born in Cape Cod District of Mass. with six mile of track around a Cranberry Bog. Today it is the most successful of the tourists operations. The passengers each year are in the hundreds of thousands.

Another tourist railroad is the Tweetsie at Blowing Rock, N. C., near the Smokies but in a remote section of N. C. I was told that last year they made $150,000 net proift. This year they are adding $30,000 in superfluous additions such as the purchase of a railroad locomotive from the White Pass and Yukon in Alaska. They have a five mile circle of track. Another good example

farm land. It is presently bettering expectations and Mr. Wilburn, the operating Vice President, expects to add to the line next year.

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To start with, it would be the operation of a real railroad—most of the tourist lines are built for the occasion and for the historian type person, therefore lack interest.

The Mower does not merely go around in a circle or over an uninteresting stretch of land. The other lines operating in the East can come nowhere near matching its scenery. You would have the added interest of lumbering—turn of the century style—and lumbering in itself has a great appeal to many people. Today in the United States the only railroad logging by the old method of rail to logging point and skidder car and cable is the Mower Lumber Co. It travels the highest point East of the Mississippi River of any railroad. It has the best scenery East of the Rockies, and is the only operational Railroad East of the Sierras that would have the po-

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The highways for entering Cass from East, North, and South are very good making it readily accessible.

Trainfan Baum, a Pennsylvania businessman, made this speech before the House of Delegates, Oct. 4.

W Va Hillbilly 10/22/1960

To Buy or Not To Buy a Mountain Railroad

CERTAIN WEST VIRGINIANS OF GOODWILL TAKE A RIDE BEHIND A SMOKE-BELCHING LOCOMOTIVE, THE LAST OF ITS KIND, TO LOOK INTO THE FEASIBILITY OF THE STATE'S BUYING THE RAILROAD AS BAIT FOR TOURISTS, WHO HAVE FOND MEMORIES OF STEAM.

One barometer of aging I think is a propensity to associate a contemporary art with a half-remembered tune or the half-forgotten words of an old song. Last Saturday there kept coming to my mind's ear bits of an old hymn that I used to listen to, but was never brave enough to participate in, about life being like a "mountain railroad with an engineer that was brave" and admonished me and the rest of the congregation to "make the run successful from the cradle to the grave".

The "contemporary" association was a real Mountain Railroad, one which I felt was approaching a premature grave as its work being done in the woods of Cheat above Cass in Pocahontas County was done and it, track and locomotive, was being sold for scrap. I had fortunately, and somewhat miraculously, been the engineer that was brave in a bit of legislative maneuvering that brought the depredation to a standstill until a delegation of legislators could look into the matter of preserving this vestige of steam for a possbile tourist attraction.

Meet In Marlinton

The day of looking into the matter was Saturday at Cass and I was invited by Legislative Auditor Clarence H. Koontz to be at the point of assemble at Marlinton at nine o'clock. I left Richwood early so that I could drive slowly over Kennison mountain and absorb the autumn beauty for which this drive is famous. There are drives more beautiful in the world, I suppose, but I have never seen them. The day was exactly right as to weather and temperature. At 7:55 I started down the Pocahontas side of Kennison and stopped here and there just to look at it all. Early morning [illegible] but concentrating quite lecherously upon a herd of young heifers in a field, who exasperatingly pay him no mind at all but graze on with the hard-to-get nonchalance of the gender.

The first man I meet at Bill Sperry's El Poco, the appointed place in Marlinton, is Mr. Koontz himself who is standing in front of the place and wondering why it isn't open. He tells me where Senator Carl Gainer is in the motel. I go there and after a while Senator Arch Reed comes in and we all go to breakfast, the place now being open and bustling. At one booth are Mr. and Mrs. Koontz and at another is Delegate J. C. Cruikshanks. Speaker Pauley comes in.

Ike and Taxes

Bill Sperry introduces me to a stranger, a fellow by the name of Gambill, who is a tax lawyer, and who stops at Bill's place when passing through that part of West Virginia. "Tell him that story", says Bill and Gambill haltingly tells what he had been telling Bill, something about how President Eisenhower evades taxes by renting his Gettysburg farm to George Allen and Clint Murchison or somebody. None of it is clear to me, or even interesting, but the fellow gets to talking about how big shots play up to the President and he starts talking about this fellow who gets invited to the White House and how he works the deals that keeps him on the invite list. One involved a book, and is a story, I think, worthy of the prints.

At a dinner Eisenhower spoke of a poem that he hadn't read in years, but would give a farm —or maybe a golf course — in Georgia for if anybody could locate it. He said the poem was about [illegible] tion. And there are others. Dick Bowman, whom I know and Dr. Frank Callendar of the Green Bank observatory. "Meet Dr. Phillip Newell", somebody says and I shake hands with a subscriber whom I have heard much about but had never met.

Strangely enough I learned about Rev. Newell, Presbyterian pastor at Greenbank, when I went to New York that time to check the Big City for its poverty and depressed areas of people following the dressing-down that the Saturday Evening Post gave West Virginia. One of the social workers there told me about Greenbank's Rev. Newell. And others had told me about him, how he is known as the Hotrodding Circuit Rider in a Jaguar. He was there and so was his Jaguar. And so were his wife and children. I have never met a more delightful family.

And there were others there at the station. Tom Edgar, for instance. Tom is running for House of Delegates (Democrat) from Pocahontas. He is the "half man" that Pearl Buck describes in her chapter on Hillsboro (her birthplace) in "My Many Worlds". Tom Edgar left his "other half", his two legs, in Europe. There's a story there, which I haven't time or room for now. Let it suffice to say that he was an officer and he sat in a church in Germany (?) making plans for an attack when a bomb came through the roof and took his legs off clean above the knees. Yes, there's a story there because the officer completed his plans, gave some orders in connection with them, and called a driver and had himself loaded into a jeep and taken away to the base hospital. Tom Edgar is indeed a man.

We see loads of steel along the track and I am jolted into the thoughts of how this train and its track will be like certain of the natives of Guam whom the Japanese slew. They, the Japs, made each man dig his grave and get down on his knees at the edge of it, so that when the big knife came down he could be kicked in after his severed head. It's like this for the kind old steam locomotive we are riding. It will pull up its track and haul it to the bottom of the hill and when the job is done it too will go for scrap. Unless, of course, the State orders a stay of execution.

Train With Smoke

We pass a road and the whistle toots a warning. A car stops and disgorges its passengers because a train with smoke is something to see. A little girl waves and I remind myself to read some of good old Tom Wolfe and I promise myself I will. Upward we go and it gets colder and I hear Cruickshanks say that "Poor old Comstock is going to freeze to death" and I look about me and see that all the rest have intelligently anticipated this kind of weather and are dressed in fitting garb. And Dick Bowman has evidently anticipated my dumbness and has brought along an extra parka-like thing which he gives me and which shrouds me like a mummy's bandage and I never had it so good.

John Killoran comes up to me and I say, "Fill me in, "John" and John fills me in and good. "This is one of the steep railroads. Railroad grades are told in percentages. A rise of one inch per hundred feet is one percent, for instance. Now most Main Line roads are [illegible] ferent shades of blue in each receding peak.

I talk with Tom Edgar's wife, a charming and devoted wife. I ask her how he will negotiate the problems of the legislature if he is elected. She tells me that there have been many problems but all have been solved and taken care of, and this one will. Mrs. Edgar is a learned and well-read woman and her knowledge of things in general is rather tremendous and her interest in promoting tourism for West Virginia in general and her own Pocahontas in particular is almost a passion with her. And Peral Buck is indeed a passion.

Her father-in-law, Tom's father, of course, owns the old Pearl Sydenstricker Buck home at Hillsboro. Pearl Buck comes often to visit the place and in this way has become something of a member of the Edgar family and they love her. Or Mrs. Tom Edgar does. "She is the most gracious woman I ever knew", she told me. "She is kind and considerate, and devoid of all pretence. You would think she would have the right to 'put on' just a little, but she doesn't. And she has no use for people who pretend to be something that they aren't".

Character of Pearl Buck

I had heard that Tom took offense at Pearl Buck's referring to him as "half man" in her book. "Nothing to it at all. Tom knows what she meant. He knows what happened to him. He isn't a baby. As a matter of fact he is all man. He understands more than people think and he bears no grudges. I think he is pretty great".

And I think she is pretty

brought the [illegible] of standstill until a delegation of legislators could look into the matter of preserving this vestige of steam for a possible tourist attraction.

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The day of looking into the matter was Saturday at Cass and I was invited by Legislative Auditor Clarence H. Koontz to be at the point of assemble at Marlinton at nine o'clock. I left Richwood early so that I could drive slowly over Kennison mountain and absorb the autumn beauty for which this drive is famous. There are drives more beautiful in the world, I suppose, but I have never seen them. The day was exactly right as to weather and temperature. At 7:55 I started down the Pocahontas side of Kennison and stopped here and there just to look at it all. Early morning vapor was rising from the prone theatre wings of the hills and the sun was coming through strong enough, and early enough, to turn the dew, or maybe the crystals of the frost, into a sequin spangled type of thing that sparkled on the bright and firey reds and oranges and yellows of the leaves, not to speak of the undertones of brown limbs and green of still green leaves, and created within me the image of bespangled gypsy girls dancing in an aurora of Kleig lights. What a wonderful wonderland this all is, this drive in the autumn over Kennison.

The beauty of it parades and extends on down the countour of the hill and hills to the green level below, where the frost hasn't come so early, and where green clings for a few more precious minutes before donning the fatal costume, which, although colorful and gay, is still the danse macabre of nature, the last fling before old Baroness Winter holds all in thrall. I have become potetic, but reality jerks me back. I come down hard upon the brakes and swerve dangerously to avoid hitting a young bull which has strayed from a field and over a fence and stands in the road. His head is thrust forward, nose quivering, as his nostrils dilate in and out like a bellows, giving me no glance that part of West Virginia. "Tell him that story", says Bill and Gambill haltingly tells what he had been telling Bill, something about how President Eisenhower evades taxes by renting his Gettysburg farm to George Allen and Clint Murchison or somebody. None of it is clear to me, or even interesting, but the fellow gets to talking about how big shots play up to the President and he starts talking about this fellow who gets invited to the White House and how he works the deals that keeps him on the invite list. One involved a book, and is a story, I think, worthy of the prints.

At a dinner Eisenhower spoke of a poem that he hadn't read in years, but would give a farm —or maybe a golf course — in Georgia for if anybody could locate it. He said the poem was about a boy on the farm, who hated it, and then grew up to become a wealthy man, but now he wanted desperately to get back to the simple ways again. "The President could quote but two lines from the poem. That's all he knew.

This fellow who was trying to make Eisenhower didn't say a word. Soon as the dinner was over, he got to a phone and started calling book stores in New York. He recited the quotation to each of them and offered a ridiculous price to the man who could find it first. One was found after a short time and the man chartered a private plane to fly the book to Washington and within a short time after the dinner was able to say to the President, "Oh, by the way, I just happen to have with me the book that has that poem in it that you wanted . . ."

Last Train from Cass

There's no sense in taking all the cars, so we double up and it isn't long until we are at Cass. There is a crowd about the old steam locomotive which is belching out smoke in proper salutation. I see familiar faces in the crowd and new ones too. There is, first as always when a steam engine is puffing, John Killoran, the WSAZ-TV man; who has been going to bat for the train's preservation over his tv sta- instance. Tom is running for House of Delegates (Democrat) from Pocahontas. He is the "half man" that Pearl Buck describes in her chapter on Hillsboro (her birthplace) in "My Many Worlds". Tom Edgar left his "other half", his two legs, in Europe. There's a story there, which I haven't time or room for now. Let it suffice to say that he was an officer and he sat in a church in Germany (?) making plans for an attack when a bomb came through the roof and took his legs off clean above the knees. Yes, there's a story there because the officer completed his plans, gave some orders in connection with them, and called a driver and had himself loaded into a jeep and taken away to the base hospital. Tom Edgar is indeed a man.

Wonderful People

And I met Dave Bond, the tv-man, and Larry Fellure (spelling, ugh!) who is a University of Virginia student and railfan. I met Robert Jacobson, who is running for Prosecuting Attorney, and who became a subscriber. And I met Dr. Carl Frazier of WVU.

The train is ready to go into the mountains and give the legislators and all others who wish to take the trip a prevue of what kind of ride a tourist can be taken, if it isn't too crass to speak of taking tourists for a ride. There is a caboose, or personnel car for the weak, and an open-air, side-railinged log car for the sturdy. We all go open-air for the first shank of the journey.

From the very start the ride is skyward. In a minute or so we are past the old Mower mill that has sawed its last log and we pass up the old railroad skidder that has also yanked its last log from the hills beyond, but that is no doubt good because there was no greater rape of the woods then that committed by this Frankenstein of the forest. I think to myself how that old mill could be kept as a souvenir of a now dead way of providing the world with lumber and how there could be a woodhicks museum assembled and kept there.

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There is more beauty; beauty of white jutting rocks from the side, trees of all colors. And there's a deep red here. Dick Bowman brings it at a stop.

(Turn to Page 14)

To Buy or Not To Buy a

CERTAIN WEST VIRGINIANS OF GOODWILL TAKE A RIDE BEHIND A SMOKE TO LOOK INTO THE FEASIBILITY OF THE STATE'S BUYING THE RAILROAD

One barometer of aging I think is a propensity to associate a contemporary act with a half-remembered tune or the half-forgotten words of an old song. Last Saturday there kept coming to my mind's ear bits of an old hymn that I used to listen to, but was never brave enough to participate in, about life being like a "mountain railroad with an engineer that was brave" and admonished me and the rest of the congregation to "make the run successful from the cradle to the grave".

The "contemporary" association was a real Mountain Railroad, one which I felt was approaching a premature grave as its work being done in the woods of Cheat above Cass in Pocahontas County was done and it, track and locomotive, was being sold for scrap. I had fortunately, and somewhat miraculously, been the engineer that was brave in a bit of legislative maneuvering that brought the depredation to a standstill until a delegation of legislators could look into the matter of preserving this vestige of steam for a possibile tourist attraction.

Meet In Marlinton

The day of looking into the matter was Saturday at Cass and I was invited by Legislative Auditor Clarence H. Koontz to

but concentrating quite lecherously upon a herd of young heifers in a field, who exasperatingly pay him no mind at all but graze on with the hard-to-get nonochalance of the gender.

The first man I meet at Bill Sperry's El Poco, the appointed place in Marlinton, is Mr. Koontz himself who is standing in front of the place and wondering why it isn't open. He tells me where Senator Carl Gainer is in the motel. I go there and after a while Senator Arch Reed comes in and we all go to breakfast, the place now being open and bustling. At one booth are Mr. and Mrs. Koontz and at another is Delegate J. C. Cruikshanks. Speaker Pauley comes in.

Ike and Taxes

Bill Sperry introduces me to a stranger, a fellow by the name of Gambill, who is a tax lawyer, and who stops at Bill's place when passing through that part of West Virginia. "Tell him that story", says Bill and Gambill haltingly tells what he had been telling Bill, something about how President Eisenhower evades taxes by renting his Gettysburg farm to George Allen and Clint Murchison or somebody. None of it is clear to me, or even interesting, but the fellow gets to talking about how big shots play up to

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The day of looking into the matter was Saturday at Cass and I was invited by Legislative Auditor Clarence H. Koontz to be at the point of assemble at Marlinton at nine o'clock. I left Richwood early so that I could drive slowly over Kennison mountain and absorb the autumn beauty for which this drive is famous. There are drives more beautiful in the world, I suppose, but I have never seen them. The day was exactly right as to weather and temperature. At 7:55 I started down the Pocahontas side of Kennison and stopped here and there just to look at it all. Early morning vapor was rising from the prone theatre wings of the hills and the sun was coming through strong enough, and early enough, to turn the dew, or maybe the crystals of the frost, into a sequin spangled type of thing that sparkled on the bright and fiery reds and oranges and yellows of the leaves, not to speak of the undertones of brown limbs and green of still green leaves, and created within me the image of bejeweled

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At a dinner Eisenhower spoke of a poem that he hadn't read in years, but would give a farm —or maybe a golf course — in Georgia for if anybody could locate it. He said the poem was about a boy on the farm, who hated it, and then grew up to become a wealthy man, but now he wanted desperately to get back to the simple ways again. "The President could quote but two lines from the poem. That's all he knew.

This fellow who was trying to make Eisenhower didn't say a word. Soon as the dinner was over, he got to a phone and started calling book stores in New York. He recited the quotation to each of them and

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The beauty of it parades and extends on down the countour of the hill and hills to the green level below, where the frost hasn't come so early, and where green clings for a few more precious minutes before donning the fatal costume, which, although colorful and gay, is still the danse macabre of nature, the last fling before old Baroness Winter holds all in thrall. I have become potetic, but reality jerks me back. I come down hard upon the brakes and swerve dangerously to avoid hitting a young bull which has strayed from a field and over a fence and stands in the road. His head is thrust forward, nose quivering, as his nostrils dilate in and out like a bellows, giving me no glance

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Last Train from Cass

There's no sense in taking all the cars, so we double up and it isn't long until we are at Cass. There is a crowd about the old steam locomotive which is belching out smoke in proper salutation. I see familiar faces in the crowd and new ones too. There is, first as always when a steam engine is puffing, John Killoran, the WSAZ-TV man, who has been going to bat for the train's preservation over his tv sta-

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We see loads of steel along the track and I am jolted into the thoughts of how this train and its track will be like certain of the natives of Guam whom the Japanese slew. They, the Japs, made each man dig his grave and get down on his knees at the edge of it, so that when the big knife came down he could be kicked in after his severed head. It's like this for the kind old steam locomotive we are riding. It will pull up its track and haul it to the bottom of the hill and when the job is done it too will go for scrap. Unless, of course, the State orders a stay of execution.

Train With Smoke

We pass a road and the whistle toots a warning. A car stops and disgorges its passengers because a train with smoke is something to see. A little girl waves and I remind myself to read some of good old Tom Wolfe and I promise myself I will. Upward we go and it gets colder and I hear Cruickshanks say that "Poor old Comstock is going to freeze to death" and I look about me and see that all the rest have intelligently anticipated this kind of weather and are dressed in fitting garb. And Dick Bowman has evidently anticipated my dumbness and has brought along an extra parka-like thing which he gives me and which shrouds me like a

ferent shades of blue in each receding peak.

I talk with Tom Edgar's wife, a charming and devoted wife. I ask her how he will negotiate the problems of the legislature if he is elected. She tells me that there have been many problems but all have been solved and taken care of, and this one will. Mrs. Edgar is a learned and well-read woman and her knowledge of things in general is rather tremendous and her interest in promoting tourism for West Virginia in general and her own Pocahontas in particular is almost a passion with her. And Peral Buck is indeed a passion.

Her father-in-law, Tom's father, of course, owns the old Pearl Sydenstricker Buck home at Hillsboro. Pearl Buck comes often to visit the place and in this way has become something of a member of the Edgar family and they love her. Or Mrs. Tom Edgar does. "She is the most gracious woman I ever knew", she told me. "She is kind and considerate, and devoid of all pretence. You would think she would have the right to 'put on' just a little, but she doesn't. And she has no use for people who pretend to be something that they aren't".

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tion. And there are others. Dick Bowman, whom I know and Dr. Frank Callendar of the Green Bank observatory. "Meet Dr. Phillip Newell", somebody says and I shake hands with a subscriber whom I have heard much about but had never met.

Strangely enough I learned about Rev. Newell, Presbyterian pastor at Greenbank, when I went to New York that time to check the Big City for its poverty and depressed areas of people following the dressing-down that the Saturday Evening Post gave West Virginia. One of the social workers there told me about Greenbank's Rev. Newell. And others had told me about him, how he is known as the Hotrodding Circuit Rider in a Jaguar. He was there and so was his Jaguar. And so were his wife and children. I have never met a more delightful family.

And there were others there at the station. Tom Edgar, for instance. Tom is running for House of Delegates (Democrat) from Pocahontas. He is the "half man" that Pearl Buck describes in her chapter on Hillsboro (her birthplace) in "My Many Worlds". Tom Edgar left his "other half", his two

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Wonderful People

And I met Dave Bond, the tv-man, and Larry Fellure (spelling, ugh!) who is a University of Virginia student and railfan. I met Robert Jacobson, who is running for Prosecuting Attorney, and who became a subscriber. And I met Dr. Carl Frazier of WVU.

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The train is ready to go into the mountains and give the legislators and all others who wish to take the trip a prevue of what kind of ride a tourist can be taken, if it isn't too crass to speak of taking tourists for a ride. There is a caboose, or personnel car for the weak, and an open-air, side-railinged log car for the sturdy. We all go open-air for the first shank of the journey.

From the very start the ride is skyward. In a minute or so we are past the old Mower mill that has sawed its last log and we pass up the old railroad skidder that has also sawed its last log from the

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To Buy Or Not To Buy a Railroad

(From Page 10)

This red is the berries of mountain ash and Dick brings it aboard and the women squeal for some to take home as it stays red in the winter and the berries don't drop. Dick is the life of the party now.

I move from place to place on the train and I meet more people. Meet Walter Good, I am told. Walter Good has run a locomotive on this railroad for 32 years. "I retired last year", he said. And I am told to meet Sam Silverstein. I had heard of him. He had bought the road for scrap. I expected an old man with beard. But he is young and agreeable looking.

Ghost Town of Spruce

Robert Jacobson points and asks me if I see. What I am to see was once the town of Spruce, a town with 1500 souls, who logged and made paper for West Virginia Pulp, and who repaired the cars and engines of Western Maryland. "In the winter of '18 the temperature at Spruce was 45 below". I ask about Spruce now. What is there? Nothing, I am told. Nothing, but a building or two. Another ghost in the hills.

We reach the top of the hill and stop. A coal car and some old box cars are near. There is the smell of food from one of the box cars, and I follow my nose. Inside are pans of chicken, kettles of bake beans, pans of hot rolls. There is talk of going to Bald Knob, which is near, and looking down upon the Pocahontas world of Greenbank and beyond, but a colored boy tells me it is time to eat and I turn down this trip to pay my stricter devotion to the culinery efforts of Mr. Silverstein's cooks. I sit down with and arrived at a feast for the gods . . . and me. They have a trick too with mashed potatoes and gravy and coffee, which is served in enormous tin cups. It is food that calls for the purest of devotion and I give all I've got. And my dinner companions aren't slouches either at putting the stuff away.

Top of Old Baldy

Outside there is talk of this and that until the return of those who went to Bald Knob. I meet Mr. and Mrs. Ted Riffe, and W. E. Blackhurst, author of "Riders of the Flood", the book about this very place, and his wife. I talk to the various legislators about the possible purchase. Senator Reed thinks the idea is good and Herb Schupbach is carried away with it all. Bowman was sold, I think, before the trip was thought of. Harry Pauley said he felt that the state should own it right to the top of Bald Knob. Bald Knob, by the way, is only a few feet under Spruce Knob, highest ground in the state. I don't remember what each one said, but I think every member of the investigating group saw immense possibiliteis for the railroad as a tourist attraction.

End of the Line

The trip back to Cass was uneventful. The legislators got their heads together in the closed car with the cheerfully burning stove, and decided to accept Dr. Callendar's invitation to come to the club room at the observatory for a little confab over sandwiches.

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those who went to Bald Knob. I meet Mr. and Mrs. Ted Riffe, and W. E. Blackhurst, author of "Riders of the Flood", the book about this very place, and his wife. I talk to the various legislators about the possible purchase. Senator Reed thinks the idea is good and Herb Schupbach is carried away with it all. Bowman was sold, I think, before the trip was thought of. Harry Pauley said he felt that the state should own it right to the top of Bald Knob. Bald Knob, by the way, is only a few feet under Spruce Knob, highest ground in the state. I don't remember what each one said, but I think every member of the investigating group saw immense possibiliteis for the railroad as a tourist attraction.

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This announcement is neither an offer to sell nor a solicitation of an offer
these securities. The offer is made only by the Prospectus.
September
New Issue

Railroad

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Pocahontas was to have this delegation in its midst. Harry Pauley told how glad they were to be there and said that on the following Sunday (October 30) the group would meet in Charleston for a decision on whether or not the railroad would be recommended for purchase by the state.

The ride back to El Poco was about what a doctor of tourism would prescribe. Ahead of us in a field we saw the unmistakable white bobbing of a deer's tail. Carl Gainer stopped his Cadillac and we watched fascinated as this wild creature took the pasture in his pogo-stick strides, going in and out, and round about, just as if he had been told to "put on a good show for them legislators". He too, I think, favored the purchase of that train, maybe it could divert a bit of attention from him.

Meadow Gold
Ice cream



A remnant of East Cass – once a wild and wooly 'loggers' entertainment zone' – remained until the 1985 flood. This 1976 view of the business district was taken from the west end of the bridge looking towards the original 90-degree curve.



The Alpha Hotel, shown 'long after-the-fact' in 1968, was one of many establishments that catered to an often rough and reckless woodhick clientele whose sole purpose in town was to 'blow her in.' Originally the Central Hotel and last known as 'Belle's Place' – this structure – faced the bridge at the 90-degree turn.

Now in its seventh year, the Town Walk's popularity continues to grow. This season's guide, Phil Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR; his grasp of the 'true history' is insightful and entertaining. The 1996 tour is based on personal research, without reference to previous town walk presentations.

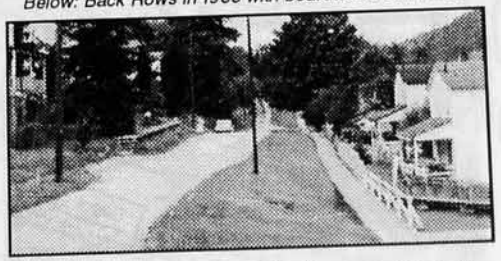
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Cass: A Work-in-progress



Above: Main Street 1974; walkways gone, fences going. Below: Back Rows in 1968 with boardwalks still intact.



When the mill closed in 1960, the town property – as well as the plant itself – fell into the hands of an off-shoot organization, Don Mower Lumber Co., which continued to rent company houses until 1977. It has taken years to reach the current level of renovation . . . and certainly, much work still remains. The first five houses to be rented as cabins were opened in 1984; sidewalks and fences were rebuilt during 1986-87.

All photos except front cover by Philip Bagdon

References

A large 1917 Cirkut photograph, found in the rear of the Cass Country Store, is the best on-site visual reference. Further study of Cass, and lumber mill towns in general, is available via the following publications (handled in stores adjacent to the depot):

On Beyond Leatherbark: The Cass Saga; Roy B. Clarkson, McClain Publishing Co., Parsons; 2nd printing, 1994

Cass: A Brief History And Guide To A Lumber Company Town; George Deike, Cass; 1989

Tumult On The Mountains: Lumbering in West Virginia, 1770-1920; Roy B. Clarkson, McClain Publishing Co., Parsons; 9th printing, 1992

Sawdust In Yours Eyes; W.E. Blackhurst (a novel), McClain Publishing Co., Parsons; 5th printing, 1993

Cass Town Walk



The town in its prime (1920): the bustling hub of a massive pulpwood and lumbering operation.

In 1981, 96 structures here were placed on the National Register of Historical Places. For 58 years, ending in 1960, Cass was a company town whose residents woke to a steam whistle. The sound of saws and fragrance of freshly-cut saw logs were almost ever-present aspects of life to the town's population (which during the peak years of lumbering, 1908-1920, was almost 1,800).

The Cass saga began in April 1899 when John G. Luke, a principal of The West Virginia Pulp & Paper Co., bought 136 acres of bottom land from local farmer Jacob Gum. Two years later, this property was conveyed to a start-up venture – The West Virginia Spruce Lumber Co. – for the site of its mill, town and operating base. Nine years hence, WVSLbrCo was absorbed by 'Pulp & Paper.' In 1942, the Charleston-based Mower Lumber Co. acquired the town as part of a 'lock, stock and barrel deal for the mill, railroad and land holdings.

Originally known as Leatherbark Ford, during the period just prior to the coming of timbering there were three small farms located where Cass and East Cass (first called Brooklyn) would arise. The town's name was given sometime during or before May 1900 in honor of a Pennsylvanian, Joseph K. Cass, who sold his paper mill to the Luke organization in 1899. Cass (1868-1938) went on to serve for many years as vice-president of WVP&PCo.

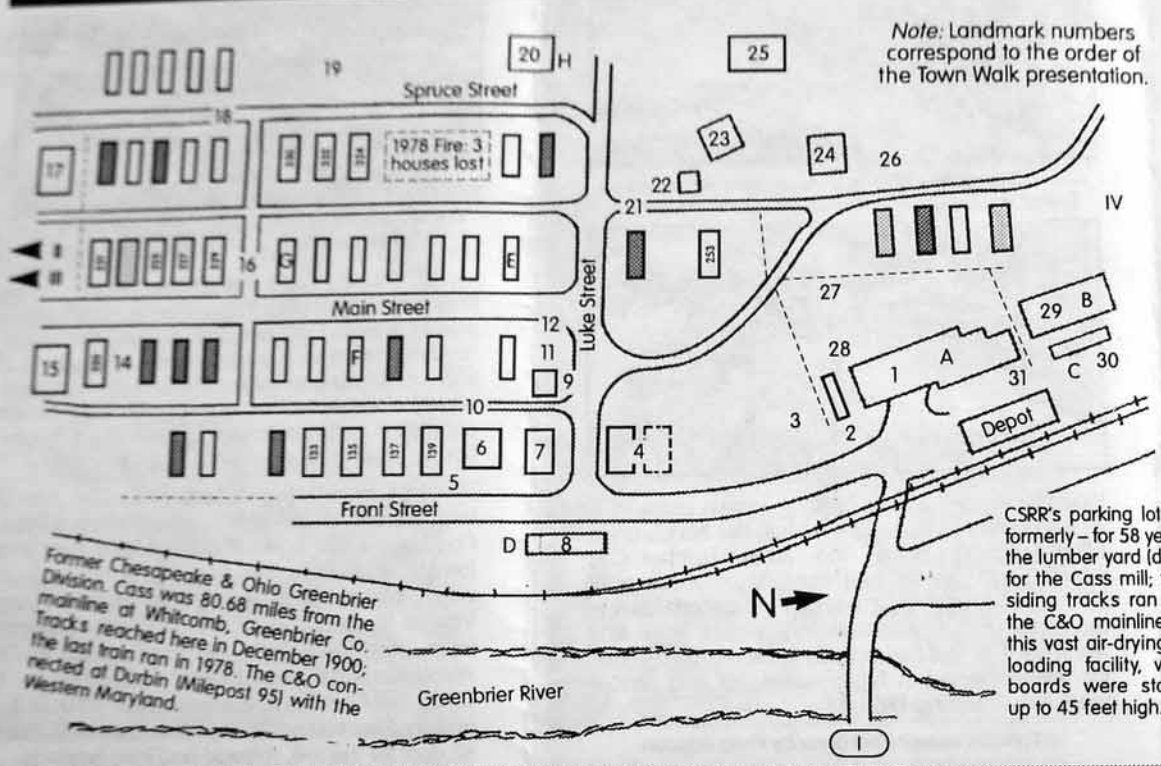
Cass Scenic Railroad State Park

Cass, West Virginia

Version 2.1, 9-96

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Explore an old lumber mill town built between 1901 and 1908



The 'Big Store' plus specialty shops, 'Museum Row' and more . . .

A. Former Company Store Complex
Cass County Store (State Park Gift Shop), The Last Run Restaurant, Pocahontas County Tourism Commission Info Stand, Cass Wildlife Museum, Cass Historical Museum

B. Cass Showcase
C. Country Craft Junction
D. Lefty's Barber Shop
E. Something Special, Ltd.
F. Bear Essentials Tea & Spice Shoppe
G. Westvaco Forestry House Exhibit
H. Shay Inn Bed & Breakfast

State Park Lodging

There are currently 13 houses – 12 in Uptown and one in the old company's management section – rented as park cottages for overnight and extended stays. (Numbered boxes)

Unrestored Dwellings

Slated for eventual renovation are 20 company houses; these are scattered about town and were in the worst shape when the State commenced renovation of the town. Rotted porches have been removed and roofs stabilized. (Clear boxes)

Private Residences, Misc.

There are 11 houses occupied by state park employees and a few old-time residents. (Dark-shaded boxes) Additionally, there is a house used by Park Housekeeping, one that accommodates volunteers of Mountain State Railroading & Logging Association, and one privately-owned. (Light-shaded boxes)

Town Walk Highlights

1. Pocahontas Supply Company
2. S.B. Nethkin Co. Meat Market (now Post Office)
3. Original company office building site
4. Cass Hotel / Mountain Inn / Town Shop
5. Front Row (no street until 1925-26)
6. First church (now Community Center)
7. Masonic Building
8. Latter-era company garage
9. City Council Chamber & Mayor's Office (top floor); overnight lockup (basement)
10. Lower Alley (missing many structures)
11. The Pen ('milking cow jail')
12. Company garage site
13. 'Uptown Cass' – Luke Street to south end of Company Property (just right of #15 on map); 'labor force' family residences
14. Site of first schoolhouse (1901-1908)
15. Odd Fellow's Lodge Hall and '5&10' Kanes Grocery Store / now storage
16. Emory Street: Named for Emory P. Shaffer, the Big Boss 1900-1933
17. Methodist Episcopal South Church (1927)
18. Spruce Street – 'The 'Back Rows'
19. Site of second schoolhouse (1908-1915)
20. General Manager's residence, 1933-1960
21. Ascent of Big Bug Hill
22. Dr. Uriah Hannah's office, 1913-1943
23. Doctor's home, 1902-1943
24. Pocahontas Hospital / first E.P. Shaffer residence / Boarding House
25. Luke House / second E.P. Shaffer residence / 'Clubhouse' (1933-1960)
26. Horse barn stone foundation
27. 'Aerial walkway' inexact replica
28. Site of S.B. Nethkin & Co. ice plant
29. Company hay and grain barn (1919)
30. Company Store retail coal bins
31. Retail coal scale shed

I. East Cass 'logger's entertainment zone' (a.k.a. Brooklyn, Hell's Acre)
II. 'Big School House' (built 1915-16)
III. Slab Town company section – dwellings for subsidiary's extract plant, 1914-1925
IV. Bohunk Hill – once an enclave of Italian, Hungarian and Russian families; of about 17 privately-owned houses, one survives

War I corrugated sheet metal from Fort Meade, Maryland used for the 1920 mill boiler house as well as the hay/grain storage facility (today's Cass Showcase).

rules and regulations are the only sources of restrictions for facility use or program participation.
The West Virginia Division of Natural Resources is an equal opportunity employer."

Cass, West Virginia

Version 3.0, 9-96

Late, great shop (1923-72)



George Fizer photo, R.M. Sparks Collection

Above: The second Cass shop in 1965 at age 42
Below: Five days after the May 23, 1972 fire



Photo by Philip Bagdon

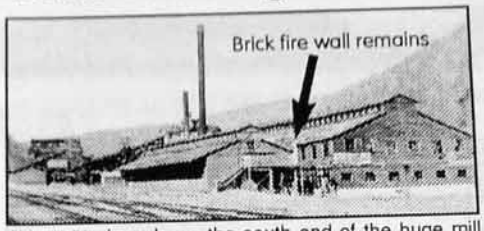
The first shop, built in 1901, was single-track and capable of servicing two locomotives simultaneously. It was replaced in early 1923 by a significantly larger grouping of connected structures. To CSRR-era railfans, overhead belt-driven machinery and four decades of clutter made Shop No. 2 akin to a beloved old friend.

The major factor in replacing the 1901 shop was West Virginia Pulp & Paper Co.'s ordering of No. 12, a monster Class C Shay (154 tons as built by Lima Locomotive Works). Apparently clearance prohibited access; it was too big to fit inside.

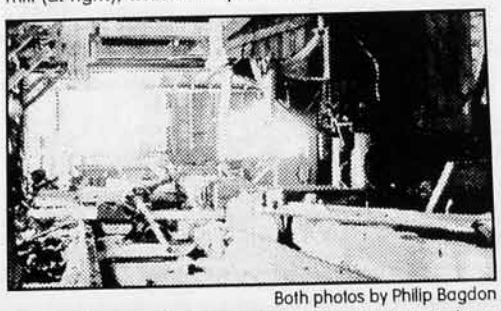
The 1922 blaze which leveled the band saw and planing mills significantly delayed completion of the new shop and foundry/pattern house complex. By the time work had resumed, the first of numerous tower skidders had been acquired; thus, as completed, the north bay's upper end sported a pair of 25-foot doors to accommodate these steam-powered high-lead logging devices.

The '50-year shop' was built of the same surplus World War I corrugated sheet metal from Fort Meade, Maryland used for the 1920 mill boiler house as well as the hay/grain storage facility (today's Cass Showcase).

Ruins of the big Cass Mill



This 1971 view shows the south end of the huge mill complex with C&O tracks in left foreground. The flooring storage building's surviving brick fire wall is visible on the right side of the structure closest to the tracks. First of the complex to go was the end of the planing mill (at right), which collapsed in 1974.



Both photos by Philip Bagdon

Shown above is the 'short side' of the double bandsaw mill as it appeared 24 years ago. The carriage ran back and forth on its 'shotgun feed' (left foreground) with the band saw itself formerly situated in middle frame. Fire leveled the bandsaw mill in 1982; four years earlier the planing mill and flooring storage buildings went up in smoke.

Phil Bagdon, CSRR State Park's Seasonal Historian and 32-year veteran of the Cass Experience, had big fun while exploring and photographing the mill complex between 1974 and 1976. Looking back somewhat in horror, he is thankful not have 'bought the farm' by falling through a soft, rotted floor.

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Cass Shop & More

Top Of The Morning Tour
Behind-the-scenes Shop Tour P.M.

Locomotive repair and maintenance requirements of a steam railroad call for not only a well-equipped facility but also an experienced shop staff. The Cass Scenic Railroad is blessed with both. Throughout the year there is activity here: during the 'off season,' road crew personnel – conductors, engineers and firemen – join the regular shop employees to comprise a 14-man work force.

With former Western Maryland No. 6 (the last Shay built and second largest out-shopped by Lima Locomotive Works), finally out after over 30 months of heavy repair, work has just started on a replacement flue sheet for the oldest Cass Shay, No. 5 (built in 1905). Upcoming projects include a new boiler for Heisler No. 6; and 'from ground up' renovation of Climax No. 9.

Today's shop was placed into service during 1976, four years after fire destroyed the 1923 complex. The adjacent car shop was erected in 1973 to meet the interim repair needs.

There's more to the *Top Of The Morning Tour* and *Behind-the-scenes Shop Tour, P.M.* than just an interpretation of the shop: the saga of locomotive repair is part of a walking tour which includes a look at the mill ruins and an array of motive power on the yard's dead line.

Please refer to *This Week At Cass* – available in brochure form at the depot ticket office – for the park's schedule. All supplementary programs are offered free of charge.

Cass Scenic Railroad State Park

Cass, West Virginia

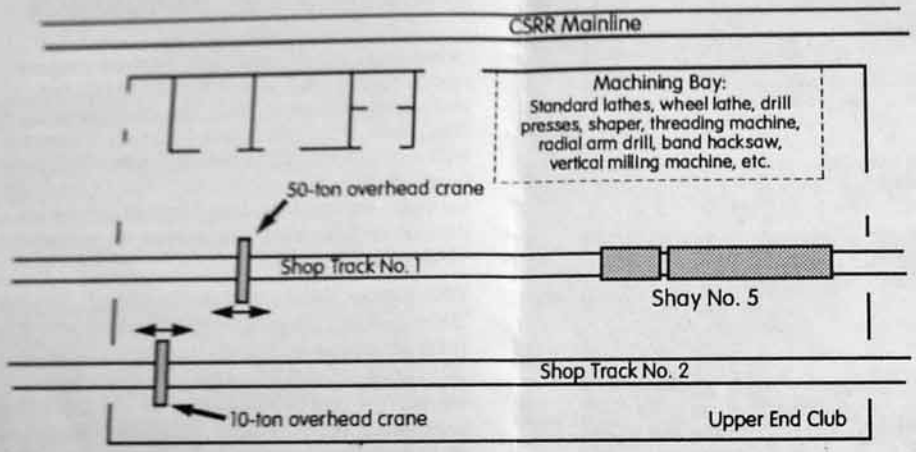
Version 3.0, 9-96

Camp Shanty Display Aerial Log Skidding Cass: Where History Comes Alive!

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

A grand heritage in a modern wrapper: The Cass Shops

Safety First is practiced here: You are asked to watch your step and keep tabs on all small children!



What's in the Shop

Active Power

Shay No. 2 (c/n 3320, 1928). Pacific Coast Model – 96 tons*; superheated; the only PC built as a wood-burner; logic influenced its conversion to oil before operation in British Columbia as Mayo Lbr. Co. No. 4; then Lake Logging Co., Ltd. No. 5, Western Forest Industries No. 5, and Railway Appliances Research (Vancouver Wharfs Ltd.) No.114; came to Cass in 1970 and made its debut during Railfan Weekend 1972; grates converted for coal burning in 1985.

Shay No. 4 (c/n 3189, 1922). 70-tons*; originally Birch Valley Lumber Co., Tioga (Nicholas County), No. 5; involved in a runaway wreck which scalded four men to death in 1941; rebuilt, then acquired two years later by Mower Lumber Co.; it was not only the last logging Shay here, but also the first road engine of the Cass Scenic R.R.; in 1993 a thorough shopping was completed; with the reopening of track to Bald Knob, No. 4 will likely serve as the pusher (helper) engine.

Shay No. 6 (c/n 3354, 1945). Lima class 150-3, superheated; the last and second largest Shay built; plans of 'Cass No. 12' – in its original, 154-ton* 3-truck form – were used as foundational design; pulled coal on the Western Maryland's Chaffee Branch for only a few years; displayed in Baltimore at the B&O Railroad Museum for over 25 years before coming here in 1980 (in a long-term trade for Shay No.1 and Porter 0-4-0T No.714); in 1981, operated for the first time in 28 years; used sparingly until service on the Cass-Durbin Run (1984-85); extensive shopping removed it from the roster for two full operating seasons; reassembled, Big 6 spent part of August on the upper shop track for final painting, then returned to the main repair facility for lettering, and thus fired up for testing, then put back into service; it will run this fall, at least periodically, on the Cass-to-Whittaker turnarounds.

Shopped Power

Shay No. 5 (c/n 1503, 1905). 80 tons*; came to Cass new for the Greenbrier & Elk River, West Virginia Spruce Lumber Co.'s railroad out of Cass – the oldest and longest operating Shay here; its cylinders were cracked in 1958 while serving the mill's dry kiln plant as a steam source, thus was inoperable when the State acquired the railroad in 1962; after repair, it was put into service three years later; No. 5 is out of service this year for a flue sheet replacement; it will be back in service for the May Railfan Weekend.

The Dead Line

Today's dead line track came into existence in 1973 with extension of the coaling siding. The upper end of the original yard track (now used for parking excursion trains) was Mower Lumber's dead line – where No. 12 (the largest Shay ever to operate upon conversion with added truck and tender length), and No. 13 (ex-C&O 150-ton four-trucker) sat for about 15 years prior to scrapping.

In order from the lower end of the siding are:

Heisler No. 6 (c/n 1591, 1929). 90 tons*; one of the largest units out-shopped by Heisler of Erie, Pa.; originally served Bostonia Coal and Clay Products of New Bethlehem, Pa., then spent over 25 years in Greenbrier County as Meadow River Lumber No. 6; came here on its own power in 1966 and went into service during Bald Knob Inaugural Weekend (May 1968); out-of-service since June 1995; needs a new boiler.

Shay No. 36. (c/n 2804, 1916). 70 tons*; built for an Alabama logging enterprise; spent about two decades in West Virginia – first with Raleigh Lumber Co. (Glen Morgan), then W.M. Ritter Lumber Co. (Oxley and Maben); in 1942, moved by Ritter to New River, Tennessee where it later hauled coal as Brimstone R.R. No. 36; came here nine years ago; because of size and age, likely to remain on the dead line for some time.

Climax No. 9 (s/n 1551, 1919). 70 tons*; built by Climax Locomotive Works, Corry, Pa., for the Moore-Keppel Co. (Randolph County) and last used to pull coal on the Middle Fork R.R.; arrived here (1970) in ragged shape; a new boiler found in Canada combines with the shop force's long-running interest in tackling this project to make the future brighter than might be expected from its derelict appearance; if everything goes well, it may be on the road in 1998.

Shay No. 7 (c/n 3131, 1920). 70 tons*; first used by Raine Lumber Co. at Cloverlick (Pocahontas County); in 1930, moved to the Raine family's Greenbrier County job – Meadow River Lumber Co.; came here on its own power in 1964 and entered service the next year; because of a boiler problem, hasn't run since 1970.

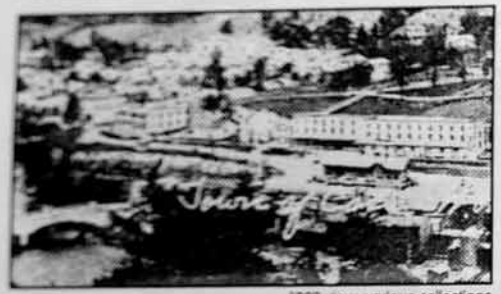
Baldwin Rod Loco No. 612 (c/n 69858, 1943). Built for the U.S. Army Transportation Corp and operated at Fort Eustis, Va. as the 'Johnny D. Burruss' until 1971; this 2-8-0 'Consolidation' has never run here – until the 1985 flood which ended Durbin Runs, it was ideal candidate as the water level route's future power.

* Factory designation. Engine weighed more in operating condition (coal, water, tools, etc.).



Photo by Philip Bagdon

The most popular addition to park program offerings, the *Top Of The Morning Tour*, affords a visit to the repair shops and dead line followed by the opportunity to watch trains being prepared. Since 1963, this time of day has been a favorite among railfans. Representative of the action, Heisler No. 6 steams – and smokes – it up back in 1971.



1922 view, various collections

Now in its seventh year, the Cass Town Walk's popularity continues to grow. This season's guide, Philip Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR and has been deciphering myth from reality ever since; his grasp of the 'true history' is both insightful and entertaining. The tour is based on personal research, without reference to previous town walk presentations.

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The West Virginia Division of Natural Resources is an equal opportunity employer."

Whittaker Camp No. 1

Now at Whittaker Station



George Deike Collection

Winter Cheat Mountain log camp scene, about 1950



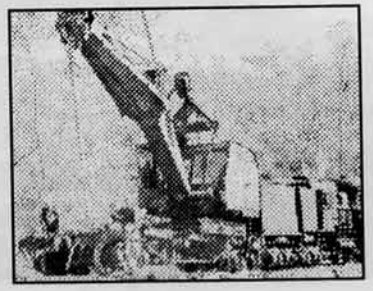
Phil Bagdon Collection, WVU Library

Dinner at a 'portable' Mower Lumber Company camp

Despite losing operation on the upper half of the Cass Hill to January's flood, a memorable ride awaits you on the CSRR – to Whittaker Station, site of the new Whittaker Camp No. 1 display. Rail equipment and structures representing various facets of West Virginia logging can now be inspected during the 20-minute stop. An interpretive tour is offered of camp cars and shanties, diesel loader, four-wheel log train caboose and portable high-spar steam skidder. Whittaker Camp No. 1 is an on-going project which has involved thousands of volunteer hours by the members of Mountain State Railroad & Logging Historical Association, a non-profit organization based in Cass.

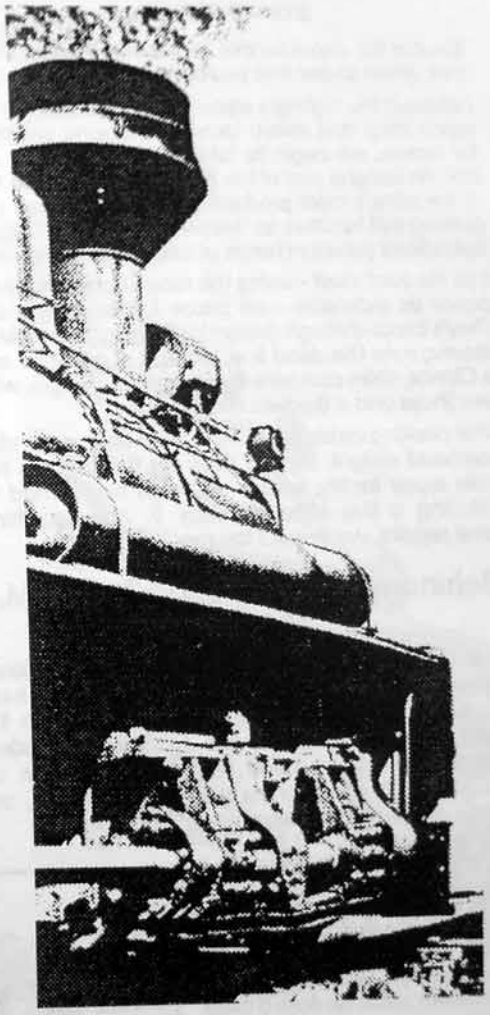
Diesel log loader at work near Anjean, Greenbrier County, in 1955 for the Meadow River Lumber Co.

Photo by Bernard Kern
Courtesy Eric Mundy,
from the MSRLHA
1993 Calendar



Where History Comes Alive!

This Week At Cass



Free Supplementary Programs
Cass Scenic Railroad State Park

September 23-29, 1996

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Get behind the scenes with steam

Top Of The Morning Tour

8:00 – Fri, Sat, Sun

Meet at the depot for this 75-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet.

Although the highlight elements of this walk are the repair shop and steam locomotives being prepared for service, we begin by taking a look at the lumber mill, an integral part of the bigger picture – once one of the state's most productive double bandsaw and planing mill facilities as 'second boat' to the logging operation's primary charge of furnishing pulpwood.

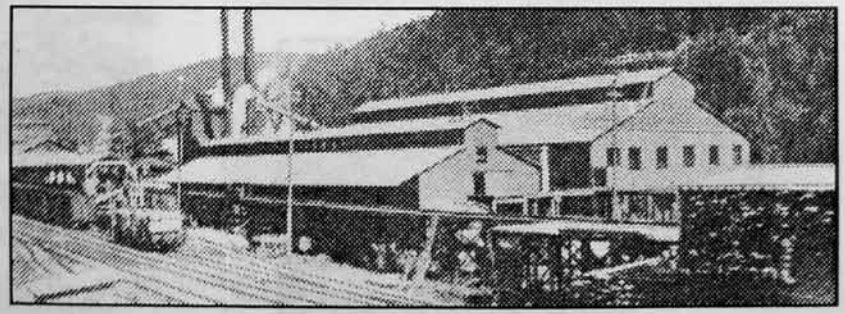
Into the yard itself – using the ready track's in-steam power as examples – we pause to discuss Ephraim Shay's break-through design for logging locomotives. Moving onto the dead line, we look at a Heisler and a Climax, then compare these geared designs with two Shays and a Baldwin rod engine.

After peeking inside the car shop, we enter a world of gearhead delight. No two days are the same in our main repair facility, where attention has turned to installing a flue sheet in Shay 5. After watching some repairs, we inspect the machining bay.

Behind-the-scenes Shop Tour, P.M.

1:50 – Saturday

Meet at the depot for this 55-minute, 1-mile walking tour, which is simliar to the morning program (see above), except we watch the 1:00 train pass on its return to Cass, then park. The program concludes with ample time for those riding the 3:00 train to board. The tour is limited to 20 park visitors, so please sign up at the depot ticket office.



At the time of this 'company photo' in 1923, the second (replacement) lumber mill complex had just been completed and was runnning two eleven-hour shifts six days a week.

Both photos on this page from *Logging South Cheat: The History of the Snowshoe Lands* by George Deike

Explore an old lumber mill town

Cass Town Walk

11:15 – Saturday
1:15 – Fri, Sun • 2:15* – Sun*
5:10 – Friday*

Meet on the Cass Country Store steps for a 45-minute, half-mile swing through the old company town.

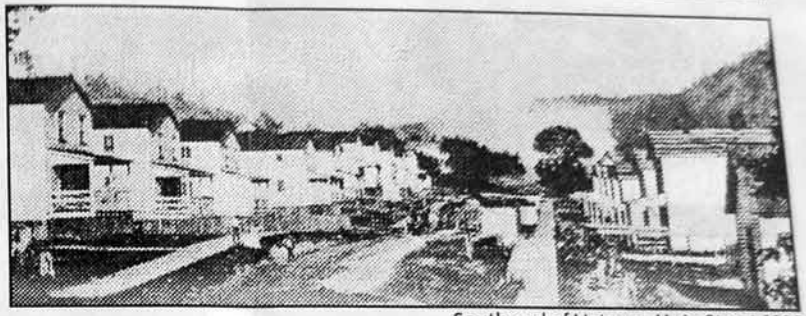
Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated industrial town's history, view its prominent structures, and hear about what life was like here 80+ years ago during the boom period.

** These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.*

Log Trains, Woodhicks & More

6:50 – Saturday (Dinner Train at Whittaker Station)

On regular runs, there's a lot to be said about the loggers' lifestyle and timbering practices that can't be squeezed into the short presentation at the new rail-logging display at Whittaker Station. To close out the Dinner Train season – and celebrate the rousing success of Whittaker Camp No. 1 (see back panel) – Philip Bagdon presents an overview of logging railroads, then turns the program over to Keith Norman for a leisurely, full-length interpretive walk. Before boarding the train, there will be a question and answer period.



South end of Uptown: Main Street, 1908

Greenbrier Siding Deadline Stroll

2:50 – Saturday

Meet at the water tower, located up the tracks from the parking lot, for this 30-minute, 1-mile walk – a continuation of the Behind-the-scenes Locomotive Shop Tour, P.M. program.

We walk up the former Chesapeake & Ohio Ry. Greenbrier Subdivision for a look at an array of non-logging rail equipment (including four first-generation diesel locomotives and a steam wreck crane) that has sat on the old interchange/station siding for a decade. Along with some nice river-bank scenery are reminders of the Greenbrier's floodstage fury.

There will be no programs on days the train does not operate

Cass Interpretive Programming

West Virginia State Parks have traditionally offered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill town – historic subjects that they are – call for a different spin. Philip Bagdon is CSRR State Park's *Seasonal Historian*. A devotee of Cass history for over 30 years, Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-timers associated with the bygone rail-logging era, he resided in Cass and served as a train commentator.

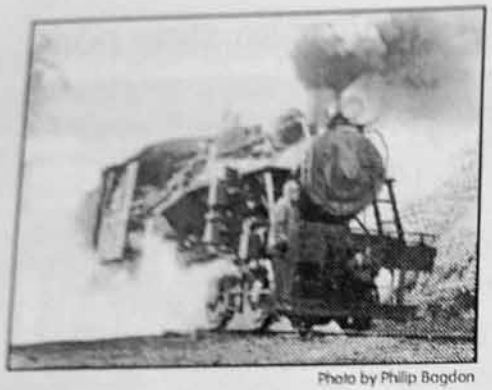


Photo by Philip Bagdon

The latest park program offering is the Top Of The Morning Tour. After visiting the repair shops, visitors have the opportunity to watch trains being prepared. Since 1963, this time of day has been a favorite among railfans. Representative of the action, former Meadow River Lumber Heisler No. 6 steams – and smokes – it up back in 1971.



Philip Bagdon Collection

Now in its seventh year, the Cass Town Walk's popularity continues to grow. This season's guide, Philip Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR and has been deciphering myth from reality ever since; his grasp of the 'true history' is both insightful and entertaining. The tour is based on personal research, without reference to previous town walk presentations.

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Whittaker Camp No.1

New at Whittaker Station



George Deike Collection

Above: Winter Cheat Mountain log camp scene, c. 1950
Below: Dinner at a Mower Lumber Company camp.

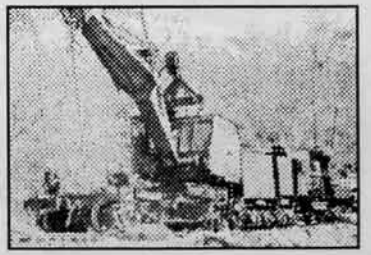


Phil Bagdon Collection, WVU Library

Despite losing operation on the upper half of the Cass Hill to January's flood (resumption of service to Bald Knob is expected in October), there is still a memorable ride awaiting you on the CSRR – to Whittaker Station, site of the new Whittaker Camp No.1 display. Rail equipment and structures representing various facets of West Virginia logging can now be inspected during the 20-minute stop. An interpreter leads tours Monday through Friday of the camp cars and shanties, diesel loader, 4-wheel caboose and steam-powered Lidgerwood tower skidder. Whittaker Camp No.1 is an on-going project which has involved thousands of volunteer hours by members of the Mountain State Railroad & Logging Historical Association, a non-profit organization based in Cass.

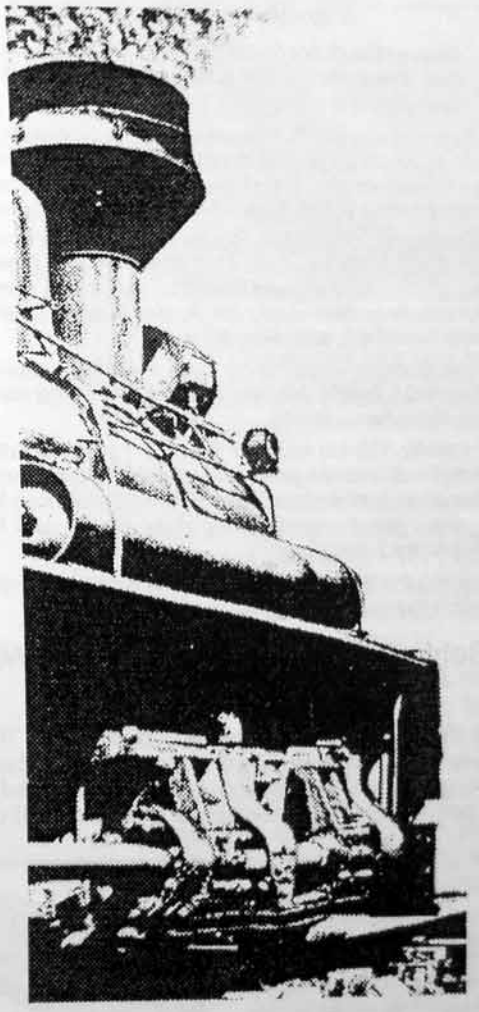
Diesel log loader at work near Anjean, Greenbrier County, in 1955 for the Meadow River Lumber Co.

Photo by Bernard Kern Courtesy Eric Mundy, from the MSRLHA 1993 Calendar



Cass: Where History Comes Alive!

This Week At Cass



Free Supplementary Programs
of Cass Scenic Railroad State Park

July 29 – August 4, 1996

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Get behind the scenes with steam

Top Of The Morning Tour

9:00 daily except Tues, Wed

Meet at the depot for this 70-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet from morning dew.

Learn about the Cass lumber mill, once one of the state's most productive double bandsaw and planing mill facilities as 'second boat' to the logging operation's primary charge of furnishing spruce pulpwood.

Continuing to the yard, we watch Shays being prepared and discuss their fascinating design. Moving on to the dead line, we look at a Heisler and Climax locomotive, then compare these geared engines with two Shays and a rod engine.

After peaking inside the car shop, we enter a world of gearhead delight. No two days are the same inside our main repair facility.

Presently, 162-ton monster Shay, "Big 6" (ex-Western Maryland) is undergoing final assembly after heavy shopping. Besides pausing to watch the work on No. 6, we inspect original Cass Shay, No. 5, and the shop's machining bay.

Viewing the day's active CSRR power come to life and switch the yard rounds out the tour.

Behind-the-scenes Shop Tour, P.M.

1:45 – Mon, Thurs

For those unable to 'early-bird-it' (*see above*), this 55-minute walk is a repeat program, except there are no steamin', smokin' Shays. The tour is limited to 15 park visitors, so please sign up at the ticket office.

Explore an old lumber mill town

Cass Town Walk

1:10 – Sun, Fri, Sat*
3:10 – Saturday*
5:05 – Sun, Mon, Thurs, Fri*

Meet on the Cass Country Store steps for this entertaining 30-minute, half-mile swing through the old company town – built between 1902 and 1908.

Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated industrial town's history, view its prominent structures, and hear about what life was like here 80+ years ago. A tour brochure is provided for supplementary information about Old Cass and the park's on-going rennovation of the former company town.

** These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.*

Log Trains, Woodhicks & More

7:00 p.m. – Friday

Meet on porch of the Cass Country Store for this 45-minute presentation concluding with a question-and-answer time. Featured guest is Keith Norman, Whittaker Camp No.1's interpreter. Philip Bagdon opens the program with an overview of the once-immense Cass rail-logging operation.

There's a lot to be said about the loggers' lifestyle and timbering practices that can't be squeezed into the short walk-through presentation at the new Whittaker Camp No.1 display, so join us for the rest of the story.



South end of Uptown: Main Street, 1908

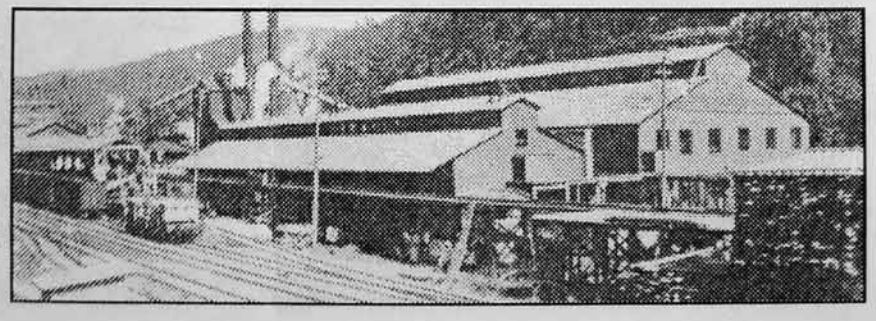
Senior Citizens and Disabled Persons' Van Tour

3:45 – Sunday and Saturday*

For those unable to endure a half-mile walk, this 20-minute motoring version of the town tour is limited to 14 visitors. Reservations must be placed at the depot ticket office by 3:30. Departure is from the foot of the Cass Country Store steps.

** Please note that the CSRR State Park vehicle is not equipped with a handicap lift.*

There will be no programs on Tuesday and Wednesday, July 30-31



At the time of this 'company photo' in 1923, the second Cass lumber mill (decidedly high-tech for its era) had just been completed and was operating 11 hours daily except Sunday.

This photo and top right from *Logging South Cheat: The History of the Snowshoe Lands* by George Deike

Cass Interpretive Programming

West Virginia Parks have traditionally offered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill town – historic subjects that they are – call for a different spin. Philip Bagdon is CSRR State Park's *Seasonal Historian*. A devotee of Cass history for over 30 years, Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-timers associated with the logging and railroad era, he resided in Cass and served as a CSRR train commentator.

Camp Shanty Display



Whittaker Camp No. 1's reproductions of skilled workers shanties provide a glimpse into a bygone era. Here, a group of eight original and long-gone structures sit trackside adjacent to a camp train (top left) in 1946 on the head of Shavers Fork.

West Virginia and Regional History Collection
West Virginia University Library

Structures utilized during both eras of Cass-related logging camps (stationary and moveable), woods camp shanties served a variety of uses. Originally, 2-story structures housed the wood crews, while small shanties – like those above – housed skilled workers.

Introduction of camp trains ended the use of bunk houses, but the use of small shanties to house skilled workers – such as the filer (who kept the saws and axes sharp) – continued until the mill's closure in June 1960.

References

Further investigation of Cass rail-logging and West Virginia lumbering in general is available via the following publications on sale at outlets adjacent to the CSRR depot:

On Beyond Leatherbark: The Cass Saga by Roy B. Clarkson; McClain Publishing Co., Parsons; 2nd printing, 1994

Logging South Cheat: The History of the Snowshoe Lands by George Deike, Cass; 2nd printing, 1993

West Virginia Logging Railroads by Bill Warden; TLC Publishing Co., Lynchburg, Va., 1993

Tumult On The Mountains: Lumbering in West Virginia, 1770-1920 by Roy B. Clarkson; McClain Publishing Co., Parsons; 9th printing, 1992

The Log Train. Mountain State Railroad & Logging Historical Association's quarterly journal has published a vast array of material for over 12 years. Back issues are handled by Country Craft Junction.

Aerial Log Skidding

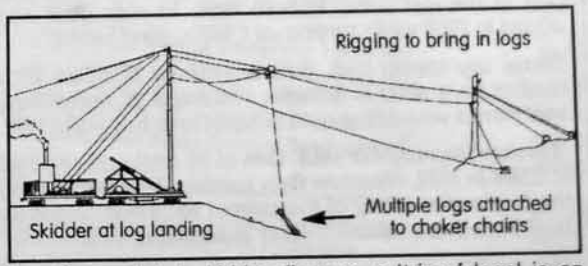


With tower standing 96 feet above its base, Meadow River No.1 was the largest 'portable high steel spar skidder' to operate in the East. Here, it is working a set northeast of Anjean in June 1956. To the rear is a 'lowside' coal tender and the diesel log loader (now also at Whittaker Camp No. 1) – which is spotted for resupply.

Photo by Wally Johnson, MSR&LHA 1993 Calendar

Introduced on the Cass logging job by West Virginia Pulp and Paper Co., 'portable high steel spar' (tower) skidders initially reached timber that was inaccessible to horse teams due to terrain and/or distance. Five second-hand steam skidders were acquired between 1922 and 1928. Skidding became the primary means of moving logs to rail loading sites after Mower Lumber acquired the operation in 1942. The final 'skidder set' was located at Old Spruce, after depleting timber atop Bald Knob in June 1960.

Tower skidders were used by several of the larger West Virginia rail-logging enterprises. Although all remaining 'Cass skidders' were scrapped in late 1960 and early 1961, the State Park is blessed with a truly beefy example – built by Meadow River Lumber from 'stock parts' in 1944 and donated by that company's successor, Georgia-Pacific Corporation, in 1972.



In a Cass-related skidder diagram, a 'trip of logs' is en route to the railroad landing from the tail tree. Meadow River No.1, the display's skidder, was capable of bringing in logs at a minimum of 50 feet off the ground from up to 3,000 feet away.

From *Logging South Cheat: The History of the Snowshoe Lands* by George Deike

Cass: Where History Comes Alive!

Whittaker Camp No.1



After serving for 32 years in the woods of Greenbrier County, this Meadow River Lumber Co. diesel log loader – shown here with the job's Shay No. 5 near Anjean, c.1955 – is now one of six pieces of rail-logging equipment at CSRR's Whittaker Camp No.1.

Photo by Bernard J.Kern, MSRLHA 1993 Calendar

Whittaker Camp No.1, new for 1996, compliments your memorable steam-powered ride over a former logging railroad with a glimpse into the heart of the matter – the high-volume timbering which spawned the immense rail operation (at its peak more than 130 miles of mainline and woods spur track).

This display offers not only a look at rail-logging equipment, but also relates the routine workaday lives of those stalwart men who labored in the woods and thus made West Virginia's tumultuous lumbering era possible.

An interpretive commentary is offered five days a week; at other times, CSRR passengers are invited to explore Camp No. 1 independently via interpretive signs which offer an overview of life in the woods and techniques for bringing in saw logs.

Cass Scenic Railroad State Park

Cass, West Virginia

Celebrating the 59-year lumbering heritage of the Cass Scenic Railroad, 1901–1960

The latter-era camp trains



Harsh conditions are exemplified by this scene, c. 1950.
Photo by Bruce Crickard, George Deike Collection

In 1945, after more than 40 years of occupying two-story bunkhouse quarters, rugged 'woodhicks' working on the Cass job found themselves adapting to a new form of accommodations. Soon after Mower Lumber Company bought out the Cass operation, Fred Weber – the new general manager – instituted camp trains to cut expenses. Weber came from Meadow River Lumber Company, based in Rainelle, Greenbrier County, where this housing practice had been instituted in the early 1930s.

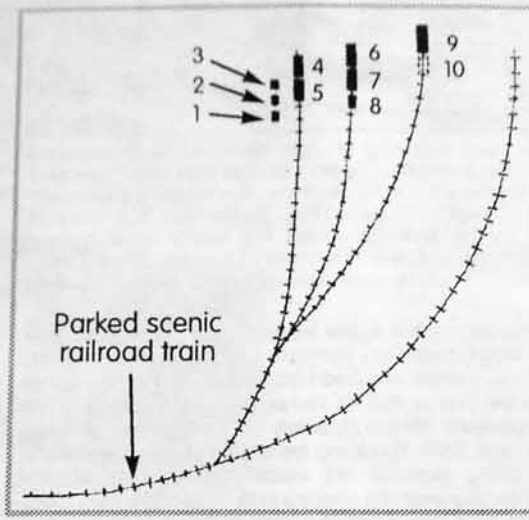
The Cass shop commenced work on the camp sets in late 1944; a total of 17 cars were constructed from logging flatcars. Mower camp trains consisted of 3- to-4 bunk cars, a lobby car, dining car and kitchen car. Between 1945 and 1958, there were two camps in operation; then, for the last two years of rail-logging, there remained one moveable grouping.

The last original camp car, No. 419, now a combined lobby/bunk rendering, is joined by a facsimile created in 1980 displayed as a combined kitchen/dining car.



Evening mealtime at a Mower camp, c. 1948.
Phil Bagdon Collection

In brief: The Whittaker Camp No. 1 Display



1. *Representative Shanty*
2. *Filer's Shanty*
3. *Surveyor/Cruiser's Shanty*
4. *Kitchen/Dining Car*
5. *Lobby/Bunk Car*
6. *Diesel Log Loader and Skeleton Steel Log Car*
7. *Standard Steel Log Flatcar*
8. *Four-wheel Logging Caboose*
9. *Lidgerwood Skidder*
10. *Future Coal Tender*

Whittaker Camp No. 1 is an on-going project which – besides grants and generous private financial support – has involved thousands of volunteer hours by members of the Cass-based Mountain State Railroad & Logging Historical Association.

Interpretive services are provided in affiliation with the West Virginia University Department of History's Public History Program.

For information about Mountain State Railroad & Logging Historical Assoc., please write P.O. Box 89, Cass, WV 24927.

Rail Equipment Roster

Kitchen/Dining Car **(4)**. Built from one of the remaining Cass logging flatcars, this is an adaptation of the kitchen and dining cars of Mower Lumber Co. camp trains.

Camp Car No. 419 **(5)**. A former West Virginia Pulp & Paper Co. logging flat fabricated into a bunk car by Mower Lumber Co.'s Cass shop in early 1945, No. 419 was part of the last camp train in 1960. Its side door was added in 1969 while serving as CSRR's 'sand house.'

Diesel Log Loader **(6a)**. Built in 1939 by Meadow River Lumber Co.'s shop in Rainelle, this large, powerful 'long tree' device was active until 1970; it came to Cass in 1972.

Skeleton Steel Log Car **(6b)**. One of 24 such cars donated to CSRR in 1972, Meadow River Lumber 'B-12' now carries the log loader. Many of the current excursion cars were built from these MRLbrCo steel skeleton log cars.

Standard Steel Logging Flatcar **(7)**. This 40-foot flat, used by Elk River Coal & Lumber and its successors, was one of several cars donated by Georgia-Pacific Corp. in 1967. For about two decades it served as a Bald Knob all-weather car before being retired due to a bad axle.

Four-wheel Caboose **(8)**. This 'bobber' rode the rear of log trains out of Swandale (Clay County), where its last owner, Georgia-Pacific Corp., was preceded by W.M. Ritter Lumber and Elk River Coal & Lumber companies. Built in the 1880s and believed to be of Coal & Coke or Baltimore & Ohio ancestry, it was donated in 1964.

Lidgerwood Skidder **(9)**. Home-built by the Rainelle shop from Lidgerwood parts in 1944, Meadow River Lumber Co. No. 1's service ended when it failed boiler inspection in 1966; it came to Cass six years later. Double-heading Shays brought the Lidgerwood to Whittaker in 1993; considerable work remains, including raising the tower.

Skidder Tender **(10)**. A representative coal-supply car for the skidder is slated to be installed here in the near future.

Wood Logging Flatcar. There were over 200 of these 40-foot flats used at Cass by West Virginia Pulp & Paper during the lumbering heyday. Part of the original CSRR excursion train and the only extant 'native' log car, it is currently spotted on the old company store siding lead in Cass awaiting restoration by MSR&LHA volunteers.

Cass Scenic Railroad ... Park ...

The late, great old shop

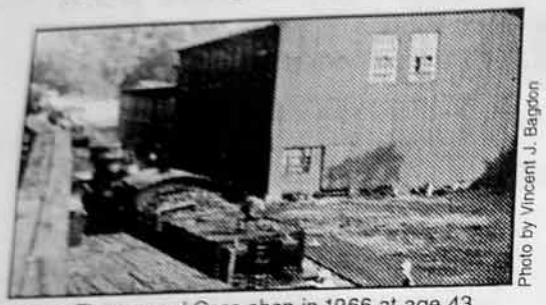


Photo by Vincent J. Bagdon

Above: The second Cass shop in 1966 at age 43
Below: Days after the fire of May 23, 1972



Photo by Richard M. Sparks

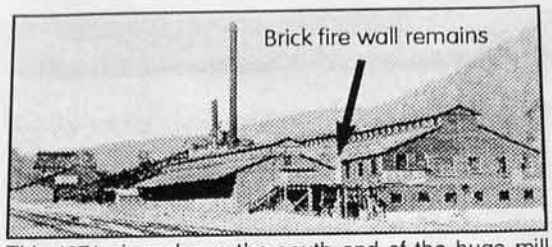
The first shop – built in 1901 – was single-track and capable of servicing two locomotives simultaneously. It was replaced in early 1923 by a significantly-larger set of connected structures. To CSRR-era railfans, Shop No. 2 was akin to a time machine in terms of its overhead belt-driven machinery.

A major factor in replacing the 1901 shop was West Virginia Pulp & Paper's Co.'s ordering of a monster Class C Shay (154 tons as built by Lima Locomotive Works – rostered as No. 12); apparently clearance restrictions prohibited access. It was too big to fit.

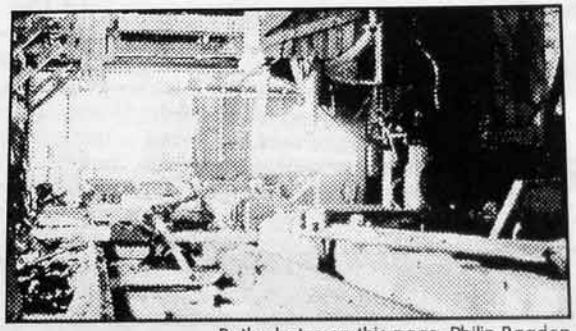
It is certain that the 1922 blaze, which leveled the band saw and planing mills, significantly delayed completion of the new shop and foundry/pattern house complex. By the time work resumed, the first of numerous tower skidders had been acquired; thus, as completed, the north bay's upper end sported a pair of huge doors to accommodate these tall steam-powered logging devices.

The '50-year shop' was built of the same surplus World War I corrugated sheet metal from Fort Meade, Md. used for the 1921 mill boiler house and a new hay/grain storage facility (today's Cass Showcase).

Ruins of the big Cass Mill



This 1971 view shows the south end of the huge mill complex with C&O tracks in left foreground. The flooring storage building's surviving brick fire wall is visible on the right side of the structure closest to the tracks. First of the complex to go was the end of the planing mill (at right), which collapsed in 1974.



Both photos on this page: Philip Bagdon

Shown above is the 'long side' of the double bandsaw mill as it appeared 24 years ago. The carriage ran back and forth on its 'shotgun feed' (left foreground), with the band saw itself formerly situated in middle frame. Fire leveled the bandsaw mill in 1982; four years earlier the planing mill and flooring storage buildings went up in smoke.

Phil Bagdon, CSRR State Park's Seasonal Historian and 32-year veteran of the Cass Experience, had big fun while exploring and photographing the mill complex between 1974 and 1976. Looking back somewhat in horror, he is thankful not have 'bought the farm' by falling through a soft, rotted floor.

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Cass Shop & More

Top Of The Morning Tour
Behind-the-scenes Shop Tour P.M.

Locomotive repair and maintenance requirements for a steam railroad call for not only a well-equipped facility but also an experienced shop staff. The Cass Scenic Railroad is blessed with both.

Throughout the year there is activity here: during the off season, road crew personnel – conductors, engineers and firemen – join the regular shop employees to comprise a 14-man work force.

Presently, former Western Maryland No. 6 (CSRR's Big Six), the last Shay built and second largest out-shopped by Lima Locomotive Works of Lima, Ohio, is undergoing final reassembly.

Upcoming projects include: a replacement flue sheet for original Cass Shay No. 5 (built in 1905 and currently on Shop Track No. 2); oil-to-coal grate conversion of ex-Feather River Shay No. 3 (purchase agreement was recently announced, shipment from California pending); a new boiler for Heisler No. 6; and top-to-bottom renovation of ex-Moore Keppel Lumber Co. Climax No. 6.

Today's shop was placed into service during 1976, four years after fire destroyed the 1923 complex. The adjacent car shop was erected in 1973 to meet the interim repair needs.

There's more to the *Top of the Morning Tour* and *Behind-the-scenes Shop Tour, P.M.* than an interpretation of the shop: the saga of locomotive repair is part of a walking tour which includes a look at the mill ruins and an array of motive power and rolling stock on the yard's dead line.

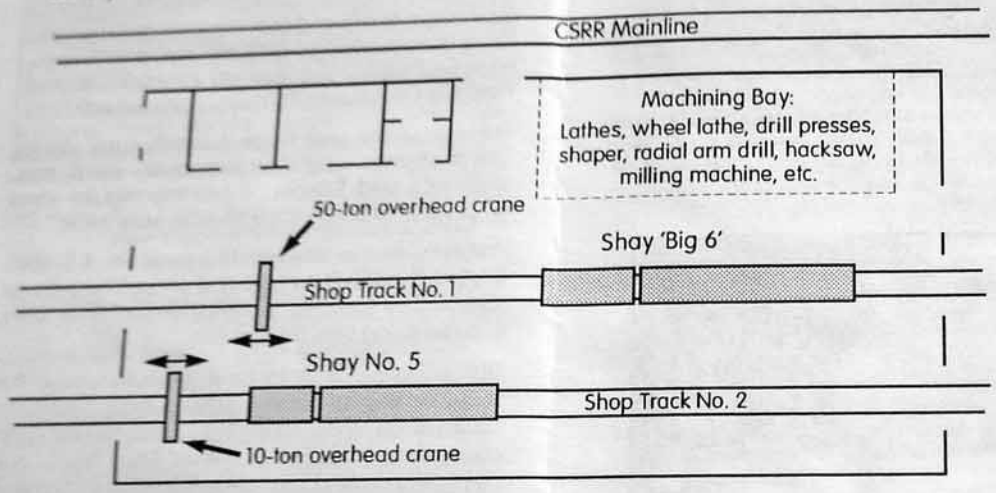
Please refer to *This Week At Cass* (available in brochure form at the depot ticket office) for the five-day-a-week schedule. All supplementary programs are offered free of charge.

Cass Scenic Railroad State Park
Cass, West Virginia

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

A grand heritage in a modern wrapper: The Cass Shops

Safety First is practiced here: You are asked to watch your step and keep tabs on all small children!



What's in the Shop

Active Power

Shay No. 2 (c/n 3320, 1928). Lima Pacific Coast model – 96 tons*; superheated; the only PC built as a wood-burner; logic influenced its conversion to oil before operation in British Columbia as Mayo Lbr. Co. No. 4; then Lake Logging Co., Ltd. No. 5, Western Forest Industries No. 5, and Railway Appliances Research (Vancouver Wharfs Ltd.) No.114; came to Cass in 1970 and made its operational debut at Railfan Weekend 1972; grates converted for coal in 1985.

Shay No. 4 (c/n 3189, 1922). 70-tons*; originally Birch Valley Lbr. Co., Tioga (Nicholas County), No. 5; involved in a run-away which killed four; came to Cass in 1943 as Mower Lbr. Co. No. 4 and was not only the last logging Shay but also the first road engine of the Cass Scenic R.R.; in 1993 a thorough shopping was completed; with the track to Bald Knob expected to reopened in October, No. 4 will serve as the pusher (helper) engine.

Shopped Power

Shay No. 6 (c/n 3354, 1945). Lima class 150-3, superheated; the last and second largest Shay built; plans of 'Cass No. 12' – in its original, 154-ton* 3-truck form – were used as foundational design; pulled coal on the Western Maryland's Chaffee Branch for only a few years; displayed in Baltimore at the B&O Railroad Museum for over 25 years before coming here in 1980 (in a long-term trade for Shay No.1 and Porter 0-4-0T No. 714); in 1981, operated for the first time in 28 years; used sparingly until service on the Cass-Durbin Run (1984-85); extensive shopping has removed it from the roster for two full operating seasons; due back on the road, working the Cass-Whittaker turnarounds, in September.

Shay No. 5 (c/n 1503, 1905). 80 tons*; came to Cass new for the Greenbrier & Elk River R.R., W.Va. Spruce Lbr. Co.'s railroad out of Cass – the oldest and longest operating Shay here; its cylinders were cracked in 1958 while serving the Cass mill's dry kiln plant as a steam source, thus was inoperable when the State acquired the railroad in 1962; after repair, it was placed in service during 1965; flue sheets are due for replacement during the upcoming off-season.

* Factory designation. Engine weighed more in operating condition (coal, water, tools, etc.).

The Dead Line

Today's dead line track came into existence in 1973 when the coaling siding was extended. The upper end of the track now used for parking excursion trains was Mower Lumber Co.'s dead line, where prior to scrapping, No. 12, the largest Shay ever to operate (in 1933 converted to a four-truck – 'Class D' – model weighing 197 tons), and No. 13 (an ex-C&O 150-ton four-trucker) sat for about 15 years.

In order from the lower end of the siding are:

Heisler No. 6 (c/n 1591, 1929). 90 tons*; one of the largest units out-shopped by Heisler of Erie, Pa.; originally served Hog Hollow Tile Co. of New Bethlehem, Pa., then spent over 25 years in Greenbrier County working as Meadow River Lbr. Co. No. 6; came to Cass under its own power in 1966 and debuted on the CSRR in May 1968; a boiler that failed inspection places it out-of-service until 1998.

Shay No. 36. (c/n 2804, 1916). 70 tons*; first operated by an Alabama logger, then spent many years in West Virginia – first with Raleigh Lbr. Co. (Glen Morgan), then W.M. Ritter Lbr. Co. (Oxley and Maben); in 1942, moved by Ritter to Tennessee where it later hauled coal as Brimstone R.R. No. 36; came in poor condition to Cass nine years ago; because of its size and age, likely to remain on the dead line for years.

Climax No. 9 (s/n 1551, 1919). 70 tons*; built by Climax Locomotive Works of Corry, Pa. for Randolph County's Moore Keppel Lumber Co. as its No. 6 and last used to move coal on the Middle Fork Railroad; came to Cass (1970) in ragged shape and subsequently caught in the shop fire; a boiler found in Canada combines with the shop force's long-running interest in tackling this project combine to makes its future brighter than might be expected; if all goes well, it is expected to be on the road by 1998.

Shay No. 7 (c/n 3131, 1920). 70 tons*; first used by Raine Lbr. Co. at Cloverlick (Pocahontas County), then during an extended period operated by Meadow River Lbr. Co.; came to Cass on its own power in 1964 and entered service the next year; hasn't run since 1972.

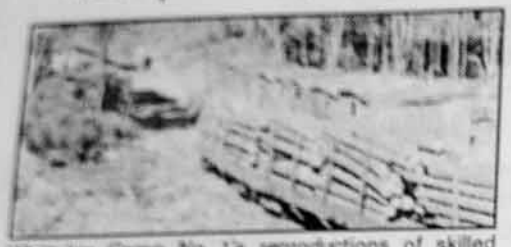
Baldwin 2-8-0 Rod Loco No. 612 (c/n 69858, 1943). Built for the U.S. Army Transportation Corp and operated at Fort Eustis, Virginia until 1971, when it came to Cass; this 'Consolidation' has never run here (until the 1985 flood which ended Cass-Durbin Runs, was considered ideal as the water level route's future power).

Celebrating the 59-year lumbering heritage of the Cass Scenic Railroad, 1901-1960

The latter-era camp trains

In brief: The Whittaker Camp No. 1 Display

Camp Shanty Display



Whittaker Camp No. 1's reproductions of skilled workers shanties provide a glimpse into a bygone era. Here, a group of eight original and long-gone structures sit trackside adjacent to a camp train (top left) in the mid-1940s – possibly on Slide Run.

West Virginia and Regional History Collection
West Virginia University Library

Structures utilized during both eras of Cass-related logging camps (stationary and moveable), woods camp shanties served a variety of uses. Originally, 2-story structures housed the wood crews, while small shanties – like those above – housed skilled workers.

Introduction of camp trains ended the use of bunk houses, but the use of small shanties to house skilled workers – such as the filer (who kept the saws and axes sharp) – continued until the mill's closure in June 1960.

References

Further investigation of Cass rail-logging and West Virginia lumbering in general is available via the following publications on sale at outlets adjacent to the CSRR depot:

On Beyond Leatherbark: The Cass Saga by Roy B. Clarkson; McClain Publishing Co., Parsons; 2nd printing, 1994

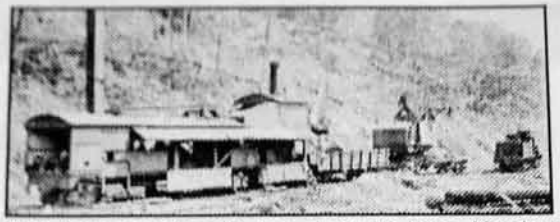
Logging South Cheat: The History of the Snowshoe Lands by George Deike, Cass; 2nd printing, 1993

West Virginia Logging Railroads by Bill Warden; TLC Publishing Co., Lynchburg, Va., 1993

Tumult On The Mountains: Lumbering in West Virginia, 1770-1920 by Roy B. Clarkson; McClain Publishing Co., Parsons; 9th printing, 1992

The Log Train. Mountain State Railroad & Logging Historical Association's quarterly journal has published a vast array of material for over 12 years. Back issues are handled by Country Craft Junction.

High-line Aerial Skidding

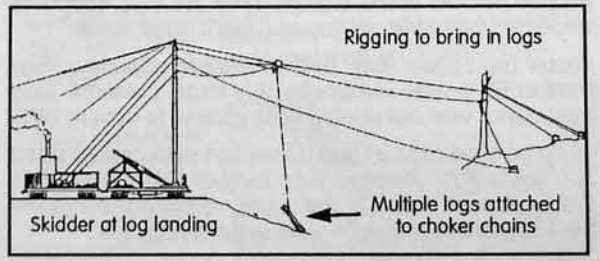


With tower standing 96 feet above its base, Meadow River No.1 was the largest 'portable high steel spar skidder' to operate in the East. Here, it is working a set northeast of Anjean in June 1956. To the rear is a 'lowside' coal tender and the company's diesel log loader – which is spotted for fuel resupply.

Photo by Wally Johnson, MSR&LHA 1993 Calendar

Introduced on the Cass logging job by West Virginia Pulp and Paper Co., 'portable high steel spar' (tower) skidders initially reached timber that was inaccessible to horse teams (due to terrain and/or distance). Five second-hand steam skidders were acquired by WVP&PCo between 1922 and 1928. Skidding became the primary means of moving logs to rail loading sites after Mower Lumber acquired the operation in 1942. The final 'set' was located at Old Spruce, after depleting timber atop Bald Knob in June 1960.

Tower skidders were used by several of the larger West Virginia rail-logging enterprises. Although all remaining 'Cass skidders' were scrapped in late 1960 and early 1961, the State Park is blessed with a truly beefy example – built by Meadow River Lumber from 'stock parts' in 1944 and donated by that company's successor, Georgia-Pacific Corporation, in 1972.

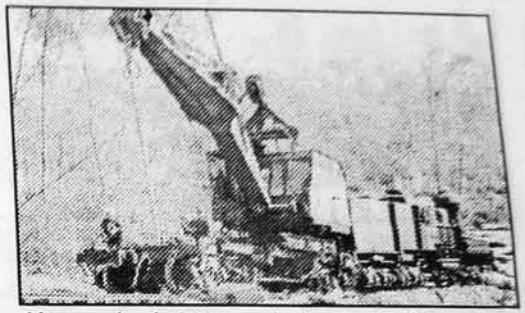


In a Cass-related skidder diagram, a 'trip of logs' is en route to the railroad landing from the tail tree. Meadow River No.1, the display's skidder, was capable of bringing in logs at a minimum of 50 feet off the ground from up to 3,000 feet away.

From *Logging South Cheat: The History of the Snowshoe Lands* by George Deike

Cass: Where History Comes Alive!

Whittaker Camp No.1



After serving for 32 years in the woods of Greenbrier County, this Meadow River Lumber Co. diesel log loader – shown here with the job's Shay No. 5 near Anjean, c. 1955 – is now one of six pieces of rail-logging equipment at CSRR's Whittaker Camp No.1.

Photo by Bernard J. Kern, MSRLHA 1993 Calendar

Whittaker Camp No.1, new for 1996, compliments your memorable steam-powered ride over a former logging railroad with a glimpse into the heart of the matter – the high-volume timbering which spawned the once-immense rail operation (at its peak more than 130 miles of mainline and woods spur track).

This display offers not only a look at rail-logging equipment, but also relates the routine workaday lives of those stalwart men who labored in the woods and thus made West Virginia's tumultuous lumbering era possible.

An interpretive commentary is offered five days a week; at other times, CSRR passengers are invited to explore Camp No. 1 independently via interpretive signs which offer an overview of life in the woods and techniques for bringing in saw logs.

Cass Scenic Railroad State Park

Cass, West Virginia

Cass Scenic Railroad . . . Park programs for a different kind of *West Virginia state park*

A grand heritage in a modern wrapper: The Cass Shops

The Dead Line

Celebrating the 59-year lumbering heritage of the Cass Scenic Railroad, 1901–1960

The latter-era camp trains



Harsh conditions are exemplified by this scene, c. 1950.
Photo by Bruce Crickard, George Deike Collection

In 1945, after more than 40 years of occupying two-story bunkhouse quarters, rugged 'woodhicks' working on the Cass job found themselves adapting to a new form of accommodations. Soon after Mower Lumber Company bought out the Cass operation, Fred Weber – the new general manager – instituted camp trains to cut expenses. Weber came from Meadow River Lumber Company, based in Rainelle, Greenbrier County, where this housing practice had been instituted in the early 1930s.

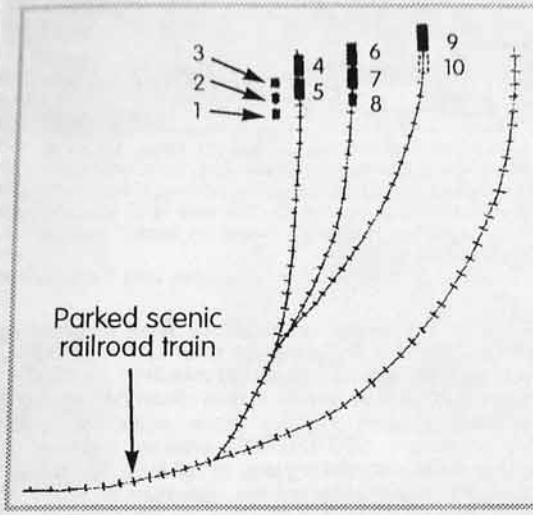
The Cass shop commenced work on the camp sets in late 1944, a total of 17 cars were constructed from former logging flatcars. Mower camp trains consisted of 3-to-4 bunk cars, a lobby car, dining car and kitchen car. Between 1945 and 1958, there were two camps in operation; then, for the last two years of rail-logging, there remained one moveable grouping.

The last original camp car, No. 419, now a combined lobby/bunk rendering, joins a facsimile created in 1980 and displayed as a combined kitchen/dining car.



Evening mealtime at a Mower camp, c. 1948.
Phil Bagdon Collection

In brief: The Whittaker Camp No. 1 Display



1. *Representative Shanty*
2. *Filer's Shanty*
3. *Surveyor/Cruiser's Shanty*
4. *Kitchen/Dining Car*
5. *Lobby/Bunk Car*
6. *Diesel Log Loader and Skeleton Steel Log Car*
7. *Standard Steel Log Flatcar*
8. *Four-wheel Logging Caboose*
9. *Lidgerwood Skidder*
10. *Future Coal Tender*

Whittaker Camp No. 1 is an on-going project which – besides grants and generous private financial support – has involved thousands of volunteer hours by members of the Cass-based Mountain State Railroad & Logging Historical Association.

Interpretive services are provided in affiliation with the West Virginia University Department of History's Public History Program.

For information about Mountain State Railroad & Logging Historical Assoc., please write P.O. Box 89, Cass, WV 24927.

Rail Equipment Roster

Kitchen/Dining Car **(4)**. Built from one of the remaining Cass logging flatcars, this is an adaptation of the kitchen and dining cars of Mower Lumber Co. camp trains.

Camp Car No. 419 **(5)**. A former West Virginia Pulp & Paper Co. logging flat fabricated into a bunk car by Mower Lumber Co.'s Cass shop in early 1945, No. 419 was part of the last camp train in 1960. Its side door was added in 1969 while serving as CSRR's 'sand house.'

Diesel Log Loader **(6a)**. Built in 1939 by Meadow River Lumber Co.'s shop in Rainelle, this large, powerful 'long tree' device was active until 1970; it came to Cass in 1972.

Skeleton Steel Log Car **(6b)**. One of 24 such cars donated to CSRR in 1972, Meadow River Lumber 'B-12' now carries the log loader. Many of the current excursion cars were built from these MRLbrCo steel skeleton log cars.

Standard Steel Logging Flatcar **(7)**. This 40-foot flat, used by Elk River Coal & Lumber and its successors, was one of several cars donated by Georgia-Pacific Corp. in 1967. For about two decades it served as a Bald Knob all-weather car before being retired due to a bad axle.

Four-wheel Caboose **(8)**. This 'bobber' rode the rear of log trains out of Swandale (Clay County), where its last owner, Georgia-Pacific Corp., was preceded by W.M. Ritter Lumber and Elk River Coal & Lumber companies. Built in the 1880s and believed to be of Coal & Coke or Baltimore & Ohio ancestry, it was donated in 1964.

Lidgerwood Skidder **(9)**. Home-built by the Rainelle shop from Lidgerwood parts in 1944, Meadow River Lumber Co. No. 1's service ended when it failed boiler inspection in 1966; it came to Cass six years later. Double-heading Shays brought the Lidgerwood to Whittaker in 1993; considerable work remains, including raising the tower.

Skidder Tender **(10)**. A representative coal-supply car for the skidder is slated to be installed here in the near future.

Wood Logging Flatcar. There were over 200 of these 40-foot flats used at Cass by West Virginia Pulp & Paper during the lumbering heyday. Part of the original CSRR excursion train and the only extant 'native' log car, it is currently spotted on the old company store siding lead in Cass awaiting restoration by MSR&LHA volunteers.

A grand heritage in a modern wrapper: The Cass Shops

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The Dead Line

Today's dead line track came into existence in 1973 when the coaling siding was extended. The upper end of the track now used for

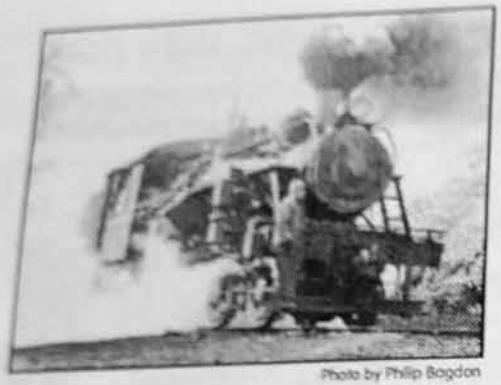


Photo by Philip Bagdon

The latest park program offering is the Top Of The Morning Tour. After visiting the repair shops, visitors have the opportunity to watch trains being prepared. Since 1963, this time of day has been a favorite among railfans. Representative of the action, former Meadow River Lumber Heisler No. 6 steams – and smokes – it up back in 1971.



Philip Bagdon Collection

Now in its seventh year, the Cass Town Walk's popularity continues to grow. This season's guide, Philip Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR and has been deciphering myth from reality ever since; his grasp of the 'true history' is both insightful and entertaining. The tour is based on personal research, without reference to previous town walk presentations.

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The West Virginia Division of Natural Resources is an equal opportunity employer."

Whittaker Camp No.1

New at Whittaker Station



George Delke Collection

Above: Winter Cheat Mountain log camp scene, c. 1950
Below: Dinner at a Mower Lumber Company camp.

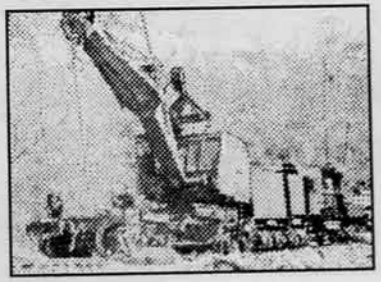


Phil Bagdon Collection, WVU Library

Despite losing operation on the upper half of the Cass Hill to January's flood (resumption of service to Bald Knob is expected in October), there is still a memorable ride awaiting you on the CSRR – to Whittaker Station, site of the new Whittaker Camp No. 1 display. Rail equipment and structures representing various facets of West Virginia logging can now be inspected during the 20-minute stop. An interpreter leads tours Monday through Friday of the camp cars and shanties, diesel loader, 4-wheel caboose and steam-powered Lidgerwood tower skidder. Whittaker Camp No.1 is an on-going project which has involved thousands of volunteer hours by members of the Mountain State Railroad and Logging Historical Association, a non-profit organization based in Cass.

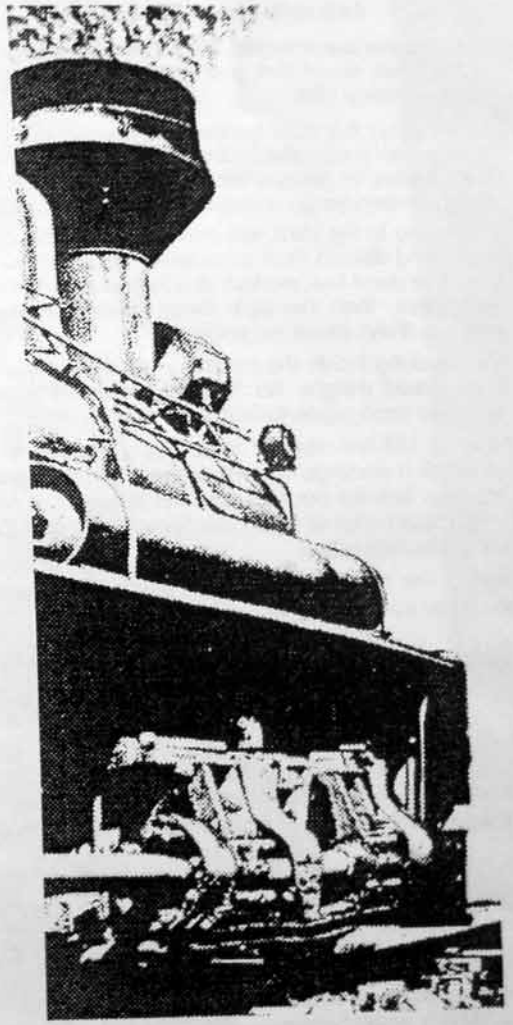
Diesel log loader at work near Anjean, Greenbrier County, in 1955 for the Meadow River Lumber Co.

Photo by Bernard Kern Courtesy Eric Mundy, from the MSRLHA 1993 Calendar



Cass: Where History Comes Alive!

This Week At Cass



Free Supplementary Programs
of Cass Scenic Railroad State Park

August 5 - 11, 1996

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

The Cass Shops

The Dead Line

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Get behind the scenes with steam

Top Of The Morning Tour

9:00 daily except Tues, Wed

Meet at the depot for this 70-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet from morning dew.

Learn about the Cass lumber mill, once one of the state's most productive double bandsaw and planing mill facilities as 'second boat' to the logging operation's primary charge of furnishing spruce pulpwood.

Continuing to the yard, we watch Shays being prepared and discuss their fascinating design. Moving on to the dead line, we look at a Heisler and Climax locomotive, then compare these geared engines with two Shays and a rod engine.

After peaking inside the car shop, we enter a world of gearhead delight. No two days are the same inside our main repair facility.

Presently, 162-ton monster Shay, "Big 6" (ex-Western Maryland) is undergoing final assembly after heavy shopping. Besides pausing to watch the work on No. 6, we inspect original 1905 Cass Shay, No. 5, and the shop's machining bay.

Viewing the day's active power come to life and switch the yard rounds out the tour.

Behind-the-scenes Shop Tour, P.M.

1:45 – Mon, Thurs

For those unable to 'early-bird-it' (*see above*), this 55-minute walk is a repeat program, except there are no steamin', smokin' Shays. The tour is limited to 15 park visitors, so please sign up at the ticket office.

Explore an old lumber mill town

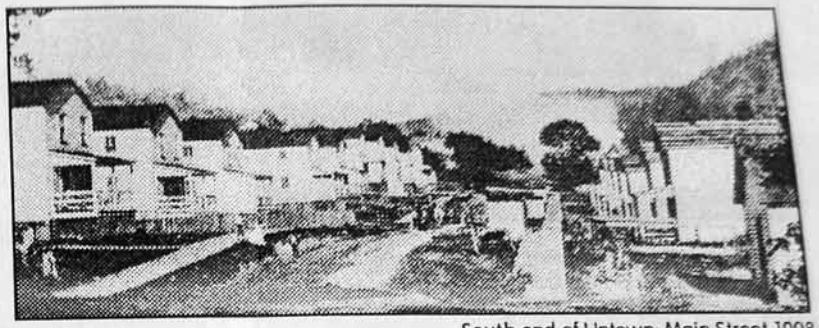
Cass Town Walk

1:10 – Sun, Fri, Sat*
3:10 – Saturday*
5:05 – Mon, Thurs, Fri, Sun*

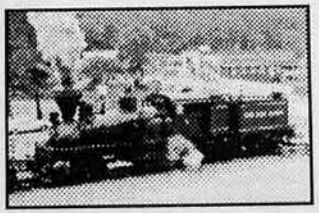
Meet on the Cass Country Store steps 30-minute, half-mile swing through the old company town built between 1902 and 1908.

Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated industrial town's history, view its prominent structures, and hear about what life was like here 80+ years ago. A tour brochure is provided for supplementary information about Old Cass and the park's on-going renovation of the former company town, placed in 1981 on the National Registry of Historical Places.

** These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.*



South end of Uptown: Main Street, 1908



Every-other Saturday this season, long out of service Shay No. 7 is back in steam – at least on screen in the *Cass Scenic Railroad Early Years* slide show.

(P. Bagdon photo, 1968)

Cass Scenic Railroad Early Years

7:30 p.m. – Saturday

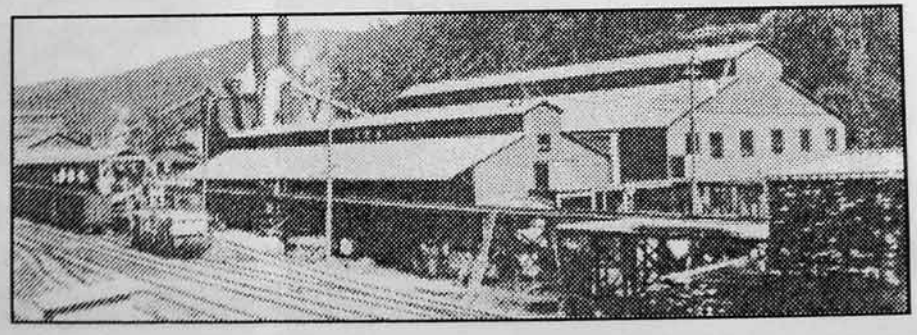
Meet in the Cass Community Center (Front Street) for this 60-minute slideshow featuring 1964-69 period images by the late Vincent Bagdon; other views, narration by Phil Bagdon.

Celebrating long-gone views which made the CSRR so special during its first decade, this program investigates a rather unsung aspect of rail-related history. Journey back to the 1964-75 period and see the original equipment, old shop, intact mill, Shay No.7, Mower Lumber camp train cars, and more.

There will be no programs on Tuesday and Wednesday, August 6-7

Cass Interpretive Programming

West Virginia Parks have traditionally offered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill town – historic subjects that they are – call for a different spin. Philip Bagdon is CSRR State Park's *Seasonal Historian*. A devotee of Cass history for over 30 years, Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-timers associated with the logging and railroad era, he resided in Cass and served as a CSRR train commentator.



At the time of this 'company photo' in 1923, the second Cass lumber mill (decidedly high-tech for its era) had just been completed and was operating 11 hours daily except Sunday.

This photo and top right from *Logging South Cheat: The History of the Snowshoe Lands* by George Delke

Cele

Cass Scenic Railroad . . . Park programs for a different kind

The

A grand heritage in a modern wrapper: The Cass Shops

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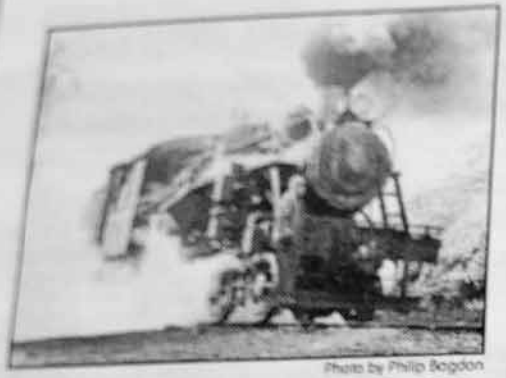
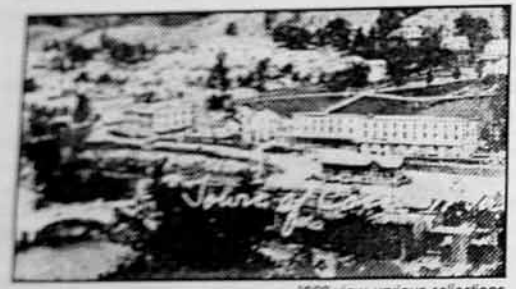


Photo by Philip Bagdon

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1922 view, various collections

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Whittaker Camp No. 1

New at Whittaker Station



George Deike Collection

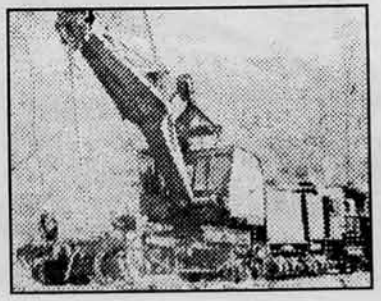
Winter Cheat Mountain log camp scene, about 1950



Phil Bagdon Collection, WVU Library

Dinner at a 'portable' Mower Lumber Company camp

Despite losing operation on the upper half of the Cass Hill to January's flood (resumption of service to Bald Knob is expected in October), a memorable ride awaits you on the CSRR – to Whittaker Station, site of the new Whittaker Camp No. 1 display. Rail equipment and structures representing various facets of West Virginia logging can now be inspected during the 20-minute stop. Monday through Friday, an interpretive tour is offered of camp cars and shanties, diesel loader, 4-wheel log train caboose and portable high-spar steam skidder. Whittaker Camp No. 1 is an on-going project which has involved thousands of volunteer hours by the members of Mountain State Railroad & Logging Historical Association, a non-profit organization based in Cass.

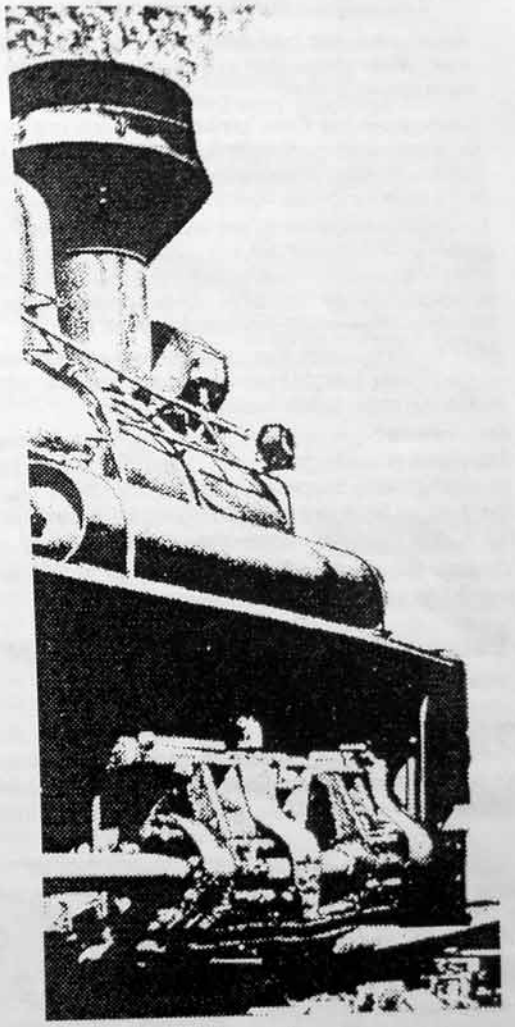


Diesel log loader at work near Anjean, Greenbrier County, in 1955 for the Meadow River Lumber Co.

Photo by Bernard Kern Courtesy Eric Mundy, from the MSRLHA 1993 Calendar

Cass: Where History Comes Alive!

This Week At Cass



Free Supplementary Programs
Cass Scenic Railroad State Park

August 19-25, 1996

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Get behind the scenes with steam

Top Of The Morning Tour

8:00 daily except Tuesday and Wednesday

Meet at the depot for this 75-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet from morning dew.

Learn about the Cass lumber mill, once one of the state's most productive double bandsaw and planing mill facilities as 'second boat' to the logging operation's primary charge of furnishing spruce pulpwood.

Continuing to the yard, we watch Shays being prepared and discuss their fascinating design. Moving on to the dead line, we look at a Heisler and Climax locomotive, then compare these geared engines with two Shays and a 2-8-0 rod engine.

After peaking inside the car shop, we enter a world of gearhead delight. No two days are the same inside our main repair facility.

Presently, 162-ton monster Shay, "Big 6" (ex-Western Maryland) is undergoing final assembly after a two-year-long heavy shopping. Besides pausing to watch the work on No.6, we inspect original 1905 Cass Shay, No. 5, and the rather fascinating machining bay.

Viewing the day's active power come to life and switch the yard rounds out the tour.

Behind-the-scenes Shop Tour, P.M.

1:50 – Monday and Saturday

For those unable to 'early-bird-it' (*see above*), this 55-minute walk is a repeat program, except there are no steamin', smokin' Shays. The tour is limited to 15 park visitors, so please sign up at the ticket office.

Explore an old lumber mill town

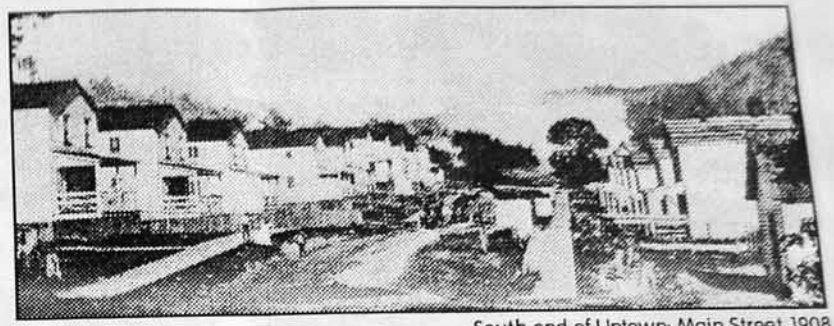
Cass Town Walk

1:15 – Wed, Thur, Fri, Sun*
4:10 – Saturday
5:10 – Mon, Wed, Thurs, Sun*

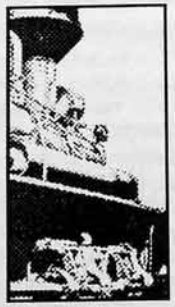
Meet on the Cass Country Store steps for a 40-minute, half-mile swing through the old company town.

Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated industrial town's history, view its prominent structures, and hear about what life was like here 80+ years ago during the boom period.

** These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.*



South end of Uptown: Main Street, 1908



About the cover . . .

This gorgeous piece of art appeared for four years as the cover of the park's brochure, beginning in 1964. Technically accurate to the point of intriguing hardcore 'gearheads,' it depicts the front end business side of Shay No. 5, one of the three surviving original locomotives to work here – and the oldest (built for West Virginia Spruce Lumber Co.'s Greenbrier & Elk Railroad in 1905).

Cass Scenic Railroad Early Years

7:00 – Saturday

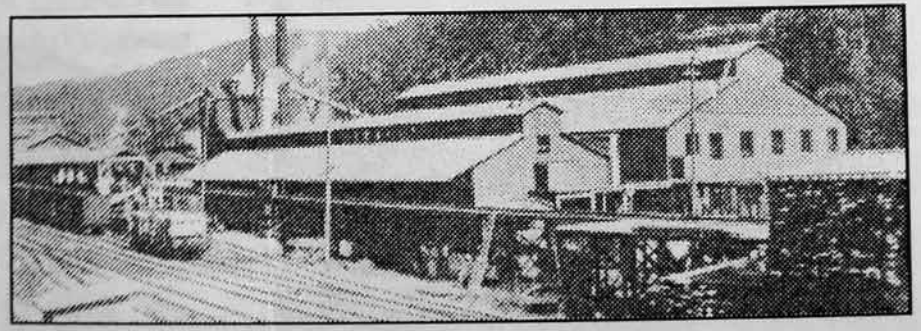
Meet in the Cass Community Center (on Front Street) for this 60-minute slide presentation featuring images by the late Vincent Bagdon; other views and narration by Phil Bagdon.

Celebrating long-gone views which made the CSRR so special during its first decade, this program investigates a rather unsung aspect of rail-related history. Journey back to the 1964-75 period and see the original equipment, old shop, intact mill, Shay No. 7, Mower Lumber camp train cars, and more.

There will be no programs on Tuesday and Wednesday, August 20-21

Cass Interpretive Programming

West Virginia State Parks have traditionally offered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill town – historic subjects that they are – call for a different spin. Philip Bagdon is CSRR State Park's *Seasonal Historian*. A devotee of Cass history for over 30 years, Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-timers associated with the logging and railroad era, he resided in Cass and served as a CSRR train commentator.



At the time of this 1923 'company photo,' the second lumber mill complex (decidedly high-tech for its era) had just been completed and was operating 11 hours daily except Sunday.

This photo and top right from Logging South Cheat The History of the Snowshoe Lands by George Deike

different kind of West Virginia state park



During its stint in traction sand storage, ex-Mower Lumber Camp car 419 in May 1970. The car is now part of the Whittaker Camp No. 1 display.

Cars in the Whittaker Camp No. 1 Display

Mower Camp Car No. 419. A Middletown wood, truss rod flatcar (acquired by West Virginia Pulp & Paper Co. for log train service around 1919) fabricated into a bunk car by Mower Lumber's shop in early 1945. No. 419 was part of the last camp train in 1960. Its side door was added in 1969 while serving as CSRR's 'sand house.'

Fabricated Camp Train Car. Mower log flat No. 110 (which carried the American log loader for several years beginning in 1970) was used for this rendering, built in the early 1980s for the original camp train display.

Skeleton Steel Log Car. One of 24 such cars donated to CSRR in 1972, Meadow River Lumber 'B-12' now carries the Diesel log loader at Whittaker Camp No. 1.

40-foot Steel Flatcar. Reportedly acquired c. 1957 by Buffalo Creek & Gauley R.R. from Cherry River Boom & Lumber; was one of several cars donated by Pittston Coal Co. in 1970. For almost 20 years it served as a closed platform excursion car before being retired instead of conversion of wheels to roller bearing.

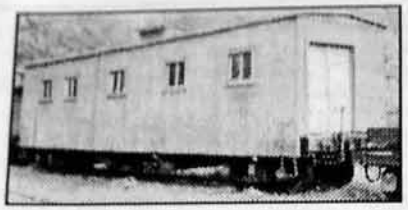
Four-wheel Caboose. Built in the 1880s and believed to be of Coal & Coke or Baltimore & Ohio ancestry, this 'bobber' rode the rear of log trains out of Swandale (Clay County) for Elk River Coal & Lumber and sucessors – W.M. Ritter Lumber and Georgia-Pacific Corp. Donated in 1964 by G-P. Used on railfan charters for several years, originally rostered as No. 8.

Diesel Log Loader. Built by Meadow River Lumber Co.'s shop in 1939. This beefy 'long tree' device was active until 1970; it came to Cass in 1972.

Lidgerwood Skidder. Homebuilt from Lidgerwood parts by Meadow River Lumber Co. in 1944. Its service ended when it failed boiler inspection in 1966; it came to Cass six years later. Double-heading Shays brought the Lidgerwood to Whittaker in 1993.

Sources other than personal research:

Artie Barkley, George Deike, Danny Seldomridge, Bud Cassell, John Cassell, Red McMillion Darren Seldomridge, Wayne Cassell, Rex Cassell, Richard Sparks, John Killoran, George Fizer



Ex-Mower Lumber Co. kitchen car No. 417 on the upper shop lead, August 1968.

Cars Dismantled or Destroyed

(continued from inside)

Mower Lumber log flats (2). No. 127 and another car (number unknown) were dismantled in 1970.

Wood Combine. Buffalo Creek & Gauley X-15 (kitchen and dining car for worktrains); donated by Pittston Coal Co. in 1967; elegant 1880s-era car which lost its roof and rotted down; remains of the car (partially burned) sit on the upper end of the Greenbrier dead line.

Steel Combine. Buffalo Creek & Gauley X-16; formerly Pennsylvania & Reading Seashore Lines; porthole windows and open vestibule; acquired 1970; scrapped 1973.

Steel Baggage Car. Buffalo Creek & Gauley X-17; same origins/style as X-16; acquired 1970, scrapped 1973.

50-ton A.A.R. Steel Hopper. Buffalo Creek & Gauley; acquired 1970, scrapped 1972.

Worktrain water car. B&O X-1023, a steam tender mounted on a 40-foot steel flat; arrived 1966, scrapped 1972.

Steel Gondola. Chesapeake & Ohio No. 29264 (ex-Hocking Valley); acquired in 1970, scrapped in 1972.

Cars Disposed To Other Railroads

Steel combine. Baltimore & Ohio branchline model; last used in worktrain service as car X-4072; acquired in 1967 (brought back from Strawberry Festival in Buckhannon); conveyed to the Hocking Valley Scenic R.R. in 1972.

Hospital Cars. An undetermined number of these U.S. Army cars (*12?*), previously used on the Greenbrier River excursions from Cass to Ronceverte, were brought in by the local freight in 1976 and stored on the C&O siding above the water tower (today's Greenbrier deadline spur); removed prior to the C&O's closure in 1978.

Mystery C&O Coaches. (3) Donated possibly as early as 1962 for use on the excursion railroad (they would not take the curves but they were free!); branchline-style coaches, not heavy weight; disposed during 1965.

Cass Scenic Railroad

Equipment Roster

(All-time)

by Philip Bagdon

Seasonal Historian, 1996
Cass Scenic Railroad State Park



All photos by Philip V. Bagdon

Open Platform No. 5 was one of eight first-generation excursion cars built from Mower Lumber flats; here in August 1968, it's part of the Bald Knob consist.

Excursion Car Fleet

(There are 15 available excursion cars in 1996)

No. 1. Standard Closed Platform. Converted from one of the four Swandale logging flats in 1970 into Bald Knob 'cinder car (originally No. 12); received a roof in 1993.

Nos. 2-4. Bald Knob All-weather. Built from ex-Elk River Coal & Lumber steel logging flats in 1967 as Nos. 13-15; renumbered in 1988.

Nos. 5-8, 11-13, 15. 'Second-generation' Closed Platform. Former Meadow River Lumber B-series skeleton log cars.

Nos. 9, 14. End Units. B&O cabooses – 30-foot wood, steel frame, acquired by Buffalo Creek & Gauley (C-111 and C-119). Donated by Pittston Coal in 1970. Lettering as they came to CSRR: C-111 for BC&G, C-119 for B&O). Retained original numbers until 1988.

No. 10. Open Platform. Former Meadow River B-series skeleton log car. The last of the "cinder cars."

Cabooses

Chesapeake & Ohio 90788. Standard wood model (reportedly 1926-type) donated in 1966.

Meadow River Lumber 3. Standard C&O wood (1924); Meadow River Lumber Co., Rainelle (served one the last log train in W.Va.; donated by Georgia-Pacific in 1972; received top-to-bottom repair in 1996.

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Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park



Locomotive fuel oil cars, CSRX 219 and 220 on the ready track, 3-72.

Log Cars

Mower Lumber Wood Arch-bar Flatcar. There were over 200 of these 40-foot wood flats used at Cass by West Virginia Pulp & Paper during the lumbering heyday; Mower Lumber Co. (1942-1960) operated a reduced-size fleet. Part of the original excursion train (Closed Platform No. 3) and the only extant Cass log car, it is currently spotted on the old company store lead in Cass awaiting restoration.

Meadow River S-series skeletons (13 including Whittaker Camp No. 1). A total of 22 of these steel 40-foot log bunks (homebuilt) donated by Meadow River Lumber's successor, Georgia-Pacific, in 1972 – with 12 (B-1, B-4, B-5, B-6, B-10, B-12, B-15, B-19, B-21, B-23, B-25, B-30) brought directly to Cass and 8 (B-2, B-3, B-7, B-8, B-11, B-14, B-18, B-22) placed in storage at the Howes Leather Tannery in Frank. See excursion cars for 9 cars converted for excursion service. Today, B-11 and B-30 are are still used in railfan charter service for log train renderings. Car B-10 has carried the American log loader since the early 1980s; B-12 is part of the Whittaker Camp No. 1 display; B-14 has carried the Climax boiler since it arrived from Canada. Nine additional cars are scattered through the array of rolling stock on the Greenbrier dead line.

Meadow River E-series (2). These skeleton-style adaptations – E-31, E-32 – began service at Meadow River Lumber Co. as ex-C&O flatcars used as spacer cars (between oversize 'long tree' loadout). Research shows that there were at least three E-series cars at MRLbrCo. The pair came in the 1972 group from Georgia-Pacific (see above), originally stored at the Frank tannery and have never been in service here; on Greenbrier dead line.

Freight Cars

Single dome oil tank cars (2). CSRX 219 and 220; donated by Pennzoil Oil, Charleston in 1972; used off-road until 1978 shipping oil for Shays 2 and 3; placed out-of-service upon the end of No. 3's operation here in 1993.

Single dome chemical car. WVAX318; acquired as U.S. Navy surplus by South Branch Valley, used for diesel fuel storage; shipped to Cass in 10-85; may be cleaned out and used as a utility water supply car.

Navy Boxcars (6). Standard 40-foot steel cars, all formerly United States Navy Bureau of Ordinance (St. Juliens Creek NAD) boxcars. Two came via the South Branch Valley R.R. in 1978; four additional cars were shipped in the rolling stock movement of 10-85. In Cass yard are: SBVR 40 (built 11-42), SBVR 229, and car in NAD lettering with unidentifiable number. Boxcars on the Greenbrier dead line are USN (St. Juliens Creek) No. 61-0037 and 61-08352. SBVRR 100 is parked at Whittaker Camp No. 1 for storage.

Navy Flatcars (3). Two these 40-foot steel 'fishbellies' ("OB" and "OC") are active in worktrain situations (cribbing during May 1996, etc.); they are also occasionally masquerade as logging flats during railfan charters. Car "OD" sits on the Cass yard dead line with rotted deck.

Passenger Cars

Dining Car. Chesapeake & Ohio "Fraunces Tavern"; bought by Jack Kane in 1964 and installed on the old C&O house track for operation as the Shay Inn; after the fast-food restaurant closed, became the Park Superintendent's office.

Dining Car. Chesapeake & Ohio "Stuart House"; brought in by Jack Kane as addition to his Shay Inn around 1967; used as part of consist of Cass-Durbin excursions; since 1985 has served as storage space.

Commuter Cars. (3) No. 960, No. [?], and No. 81 "Romney"; all reportedly former Central of New Jersey R.R. No. 960 and No. [?] came to Cass from the South Branch Valley R.R. in 1982 (picked up from Durbin the same time as the BL-2). No. 81 "Romney" ("yellow car") was part of the October 1985 equipment shipment off the SBVRR. All used in 1984 and 1985 on the Cass-to-Durbin excursions. No. 960 was modified for excursion service sans windows, with a single two-sided bench extending the length of its interior.

Baggage Car. Norfolk & Western Ry. Baggage and Railway Express; acquired by South Branch Valley (No. 6 'Fredon'); came to Cass in the equipment shipment of October 1985.

Other Railroad Equipment

American Log Loader. Originally steam-powered, built by the American Hoist Co. of St. Paul, Minn., for Elk River Coal & Lumber Co., Swandale, Clay County. Converted to diesel, date unknown. Later served ERC&LCo's successors, W.M. Ritter Lumber Co. and Georgia-Pacific Corp. Donated in 1967 by G-P; trucked to Cass and placed on the ex-ERC&L flat which would become CSRR Open Platform No. 1 in 1970 (see above); for years loader sat atop ex-Mower flat car No. 110 before being moved to its present host car, ex-Meadow River skeleton B-10. Still used in work train situations (May 1996 cribbing and September 1996 tree-fall).

75-ton Steam Wrecking Crane. Industrial Brownhoist 75-ton, self-propelled model built for foreign military service; Government surplus, never operated except for boiler test; acquired Spring 1979; Heisler No. 6 ran to Durbin over the closed C&O Greenbrier line to pick it up at Durbin.

C&O Kitchen Car No. X-999678. Work train cook car with sleeping quarters at one end. Acquired by South Branch Valley R.R.; later shipped to Cass in October 1985. Rusted and in bad condition on the Greenbrier dead line.



Buffalo Creek & Gauley work dining car No. X-15, 8-67.

Cars With Questionable Futures

CSRR Closed Platform Nos. 106 and 107. Reportedly acquired by Buffalo Creek & Gauley R.R. from Cherry River Boom & Lumber in the late 1950s. Donated by Pittston Coal Co. in 1970. For almost two decades they served as excursion cars before being retired instead of conversion of trucks to roller bearing.

CSRR Closed Platform No. 110. One of two ex-Chesapeake & Ohio gondolas donated by Pittston Coal Co. in 1970 (operated by Buffalo Creek & Gauley in C&O lettering); car frame was rusted.

Canadian National Caboose. Wooden with end cupola. Known to be formerly owned by a railfan; shipped from the South Branch Valley in October 1985.

Cars Dismantled or Destroyed

Original excursion cars. In 1974 there were three of eight original CSRR cars still available for service: Closed Platforms Nos. 3 and 22 (originally No. 2), and Open Platform No. 10. That year, retired cars were: Open Platforms No. 1 (railings and bench still on car), No. 5 (railings and platforms removed, parts stored on deck), No. 6 (formerly operated with tool box and no benches, railings intact; shop equipment stored on deck; by 1976, railings had been removed), No. 7 (railings removed, parts stored on deck); Closed Platform No. 4 (sides, top and platform removed in 1972; destroyed by 1976). Today, all but two of the surviving cars are are unrecoverable (numbers are unidentifiable) on the Greenbrier dead line spur. Open Platform No. 10 (which served between 1944 and 1960 as a Mower bunk car, converted for excursion service in 1965; still available as a standby car in 1976) has rotted to the ground on the upper end of the Cass Yard car siding.

Mower Lumber Bunk Car No. 418. Restored by 1967 and operated on railfan charters; neglect eventually rotted the car beyond recovery; destroyed around 1977.

Mower Lumber Kitchen Car No. 417. Never operated on CSRR but in good condition into the 1970s. Like No. 418, rotted away and was finally destroyed around 1977.

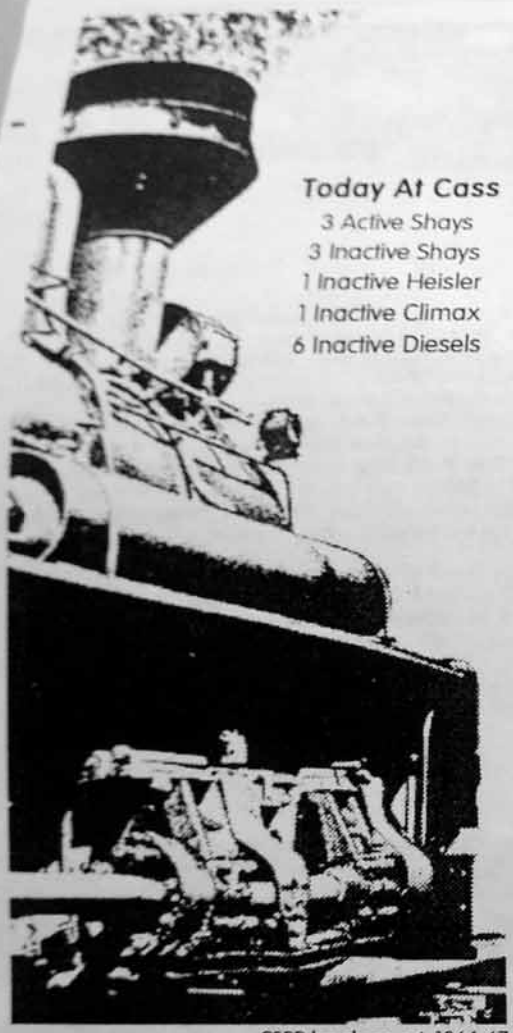
Continued on back panel

9:00 daily except Tuesday and Wednesday

Meet at the depot for this 75-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet from morning dew.

4:10 – Saturday
5:10* – Mon, Wed, Thurs, Sun

Meet on the Cass Country Store steps for a 40-minute, half-mile swing through the



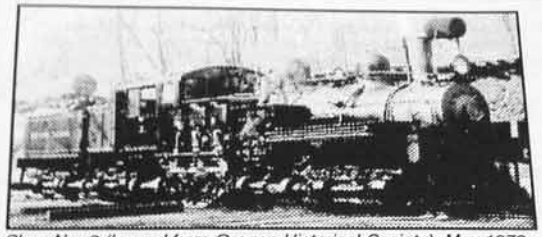
Today At Cass

3 Active Shays
3 Inactive Shays
1 Inactive Heisler
1 Inactive Climax
6 Inactive Diesels

CSRR brochure art, 1964-67

Sources other than personal research:

Artie Barkley, George Deike, Danny Seldomridge, Bud Cassell, Darren Seldomridge, John Cassell, Wayne Cassell, Rex Cassell, Richard Sparks, John Killoran, George Fizer



Shay No. 3 (leased from Oregon Historical Society), May 1972.

Disposed To Other Railroads and Sites

(continued from inside)

Porter 0-4-0T No. 714. H.K. Porter Co., 1950 (c/n 8234); built for the U.S. Federal Security Agency for operation at St. Elizabeth's Hospital, Washington, D.C. (No. 4); in 1958 transferred to inventory of Department of Health, Education and Welfare, then (sometime between 1965 and 1967) moved from St. Elizabeth's to the U.S. Army Transportation Corps at Ft. Eustis, Va. (No. 714); came to Cass as government surplus in 10-1972; never in steam here; shipped in 1981 to Baltimore & Ohio Railroad Museum as part of the trade for Shay No. 6; reportedly being repaired for service around the museum yard in Baltimore.

GM-EMD BL-2 No. 7172. Diesel-electric road switcher built for the Western Maryland in 1948. Donated to CSRR in 1982; used on railfan charters on the Greenbrier in the early 1980s; shipped to South Branch Valley R.R. via the CSX connection at Spruce in 1991; plans call for the unit to be restored and operated.

Locomotive Scrapped

Shay No. 6 (c/n 1907, 1907). 65-tons*; built for Lewisburg & Ronceverte R.R.; acquired by Greenbrier, Cheat & Elk (Cass) in 1913, rostered as No. 6 (2nd); sold by Mower Lumber Co. in 1946 to Borgman Brothers for their Premar Coal Co.; originally used at No. 6, Monitor No. 1 Mine, West End (Tunnelton), then moved to Monitor No. 4 at Austen. After mine's closure, the enginehouse fell in on No. 6; severely damage. With sale price of $1,000, examined by CSRR and Bear Creek Junction R.R., but passed by due to location and engine condition. it was reported to be scrapped at the mine site in the summer of 1969, with parts to be sold to the Graham Couunty R.R.-Bear Creek Junction R.R. at Robbinsville, N.C. Eventually acquired by Dave Corbert and moved to a loading point along the old Baltimore & Ohio at Tunnelton; a coal train derailment all but destroyed it; finally acquired by CSRR and shipped in gondolas, arriving in 1978 (last incoming equipment brought in by the C&O before closure. Scrapped in 1980; cylinders and trucks sit on cars up the Greenbrier deadline spur.

Cass Scenic Railroad

Locomotive Roster

(All-time)

by Philip Bagdon

Seasonal Historian, 1996
Cass Scenic Railroad State Park



Shay No. 7 (ex-Meadow River Lumber), August 1968.

All photos by Philip V. Bagdon

Active and Shopped Power

Shay No. 2 (c/n 3320, 1928). Pacific Coast Model – 96 tons*; superheated; the only PC built as a wood-burner; logic influenced its conversion to oil before operation in British Columbia as Mayo Lumber Co. No. 4; then Lake Logging Co., Ltd. No. 5, Western Forest Industries No. 5, and Railway Appliance Research (Vancouver Wharfs Limited) No. 114; acquired in 1970; made its debut in May 1972; grates converted for coal burning in 1984.

Shay No. 4 (c/n 3189, 1922). 70-tons*; originally Birch Valley Lumber Co. No. 5, Tioga (Nicholas County); involved in a runaway wreck which scalded four men to death in 1941; rebuilt at Cherry River Boom & Lumber Co. shops in Richwood; acquired in 1943 by Mower Lumber Co.; it was not only the last logging Shay here, but also the first road engine of the Cass Scenic R.R.; in 1993 a thorough shopping was completed.

Continued inside

* Factory designations. Engine weigh more in operating condition (coal, water, tools, etc.).

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Climax No. 9 shortly after its arrival, July 1971.

Shay No. 5 (c/n 1903, 1908). 80 tons*; came to Cass new for the Greenbrier & Elk River, West Virginia Spruce Lumber Co.'s railroad out of Cass – the oldest and longest operating Shay here; its cylinders were cracked in 1958 while serving the mill's dry kiln plant as a steam source, thus was inoperable when the State acquired the railroad in 1962; after repair, it was put into service three years later; currently out of service for a flue sheet replacement; it will be back in service for May Railfan Weekend.

Shay ["Big"] No. 6 (c/n 3354, 1945). Lima class 150-3, superheated; the last and second largest Shay built; plans of 'Cass No. 12' (in its original, 154-ton* 3-truck form) – were used as foundational design; worked the Western Maryland's Chaffee Branch (coal spur out of Vindex, Md. with a 9% ruling grade) for only a few years; displayed in Baltimore at the B&O Railroad Museum for over 25 years before coming here in 1980 (in a long-term trade for Shay No. 1 and Porter 0-4-0T No. 714); in 1981, operated for the first time in 28 years; used sparingly until service on the Cass-Durbin Run (1984-85); extensive shopping removed it from the roster for two full operating seasons; reassembled, Big 6 spent part of August on the upper shop track for final painting; fired up and tested on 9-21 and 9-24 (first run up mountain); it will run this fall, at least periodically.

Out of Service Steam Power

Heisler No. 6 (c/n 1591, 1929). 90 tons*; one of the largest units out-shopped by Heisler of Erie, Pa.; originally served Bostonia Coal and Clay Products of New Bethlehem, Pa., then spent over 25 years in Greenbrier County as Meadow River Lumber No.6; came here on its own power in 1966 and went into service on Bald Knob Inaugural Weekend (May 1968); out-of-service since 6-95; needs a new boiler.



Heisler No. 6 (ex-Meadow River Lumber), August 1967.

Shay No. 7 (c/n 3131, 1920). 70 tons*; first used by Raine Lumber Co. at Cloverlick (Pocahontas County); in 1930, moved to the Raine family's Greenbrier County job – Meadow River Lumber Co.; came here on its own power in 1964 and entered service the next year; because of a boiler problem, hasn't run since 1970.

Climax No. 9 (s/n 1551, 1919). 70 tons*; built by Climax Locomotive Works, Corry, Pa., for the Moore-Keppel Co. (Randolph County) and last used to pull coal on the Middle Fork Railroad; arrived here (1970) in ragged shape; a new boiler found in Canada combines with the shop force's long-running interest in tackling this project to make the future brighter than might be expected from its derelict appearance; if everything goes well, it may be on the road in 1998.

Shay No. 36 (c/n 2804, 1916). 70 tons*; built for an Alabama logging enterprise; spent about two decades in West Virginia – first with Raleigh Lumber Co. (Glen Morgan), then W.M. Ritter Lumber Co. (Oxley and Maben); in 1942, moved by Ritter to New River, Tennessee where it later hauled coal as Brimstone Railroad No. 36 (predecessor in 1965 was Brimstone & New River); to Tennessee Valley Railroad Museum in 1967, then acquired by railfan George Kadelek, who arranged its move here in 1987; purchased in 1994; it has a good boiler but because of size and age, likely to remain on the dead line for some time.

Baldwin Rod Loco No. 612 (c/n 69858, 1943). Built for the U.S. Army Transportation Corp and operated at Fort Eustis, Va. as the 'Johnny D. Burruss' until 1971; this 2-8-0 'Consolidation' has never run here – until the 1985 flood which ended Durbin Runs, it was ideal candidate as the water level route's future power.

Diesel-electric Units

No. 20. General Electric 45-ton switcher built in 1941 for the U.S. Navy; acquired as surplus in 1978; first 'shop goat'; out of service since 1988.

No. 34. G.E. 65-ton switcher. U.S. Navy; acquired as government surplus, shipped from South Branch Valley R.R. in 10-85; used for a few years as a 'shop goat'; out of service since 1995.

Nos. 16 and 17. Alco S4. Built for Baltimore & Ohio; acquired by South Branch Valley R.R.; shipped to Cass in 10-85; never operated.

Nos. 26 and 27. GM-EMD MRS-1 foreign service road switchers; U.S. Army Transportation Corp., Fort Eustis, Va.; delivered to CSRR in July 1976 with hospital cars (*were there three?*), subsequently moved to South Branch Valley R.R. before the C&O closure in 1978; returned to Cass in the movement from SBVRR originating of 10-85.



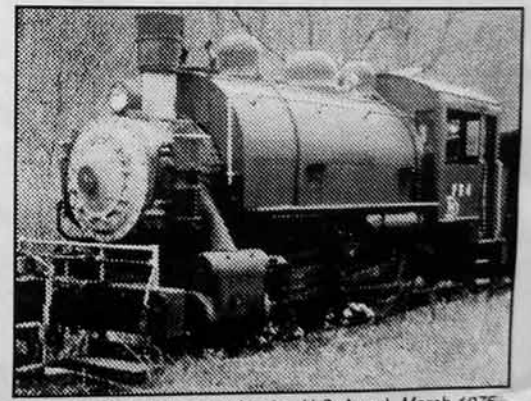
Shay No. 1 (ex-Mower Lumber Co.), May 1970.

Disposed To Other Railroads and Sites

Shay No. 1. (c/n 1519, 1905). 65 tons; built for G.W. Huntley Lumber Co., Ronceverte; the same year sold to Flint, Erving and Stoner Lumber Co., Thornwood; then to North Fork Lumber Co., Nottingham; acquired by the Greenbrier, Cheat & Elk in 1915 in a deal involving the trade of original Cass Shay No. 1 (42-ton, two-truck "Old Barney"); distinctive in its 1957 paint job (Chinese Red cab and tender, dark green boiler jacket); on standby at the time of the 1960 closure; worn wheel-flanges kept it out of service after use as pusher engine in 1963; conveyed in 1980 to Baltimore & Ohio Railroad Museum as part of the trade for WMRy No. 6; on static display.

Shay No. 3. 80 tons, c/n 3233, built Lima 9-28-23 for Hofius Steel & Equipment Co. (Lima's dealer in Seattle; sold to Independence Logging Co., Independence, Wash., then Mount Emily Lumber Co. (No. 1), LaGrange, Ore.; donated to Oregon Historical Society; in 1970 leased to CSRR for 20 years; returned in 1993; in operation on the City of Prineville Railroad, Prineville, Ore.

Continued on back panel



Porter 0-4-0 Tank Locomotive (ex-U.S. Army), March 1975.



Locomotive fuel oil cars, CSPIX 219 and 220 on the ready track.

rolling stock movement of 10-85. In Cass yard are: SBVR 40 (built 11-42), SBVR 229, and car in NAD lettering with unidentifiable number. Boxcars on the Greenbrier dead line are USN (St. Juliens Creek) No. 61-0037 and 61-08352. SBVRR 100 is parked at Whit

CASS HOMECOMING 1998
11th Annual

The community of Cass wlcomes you to our 1 1th annual homecoming celebration. People of all ages have joined in the fun in the past years, and we have worked hard to continue this tradition.

This "down home" good time is supported entirely by donations and the effort of all volunteer committe. Your suggestions and ocntributitons are greatly appreciated.

THANKS

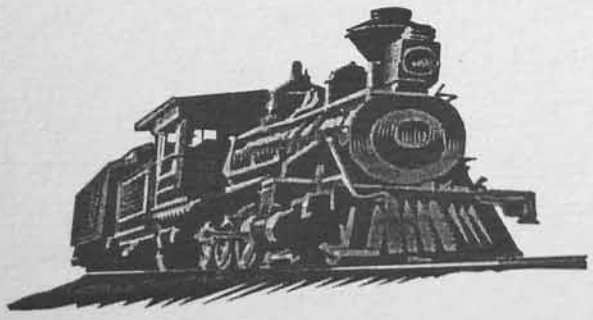
We would like to thank all of the business and individuals for their contributions and support.

CONTACTS & COMMENTS

Any suggestions and ocmments can be referred to any member of our ocmmittee:

Darrell Turner - Preisident
Katrina Defibaugh - Treasure
Cathy Ribble - Secretary

Terry Ribble	Lefty Meeks
Dan Defibaugh	Wanda Halterman
Stan Beafore	Dave McMillion
Lisa Hubbert	Gail Vanderander
Joe Warder	Tonya Warder
Brenda Thomas	Mary Perkins



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11TH ANNUAL
CASS HOMECOMING 1998
AGENDA
June 24 - June 28

June 24

Pagent for Prince & Princes 7:00pm
Cass Fire Hall (age's 5-8)

June 25

Prize Games Free for all ages 7:30pm
Community Center (Donations excepted)

June 26

The Great Cake Walk 7:30pm
Community Center Parking Lot or Fire House in case of rain.

June 27

Registration
10:00am -3pm Fire House
** *You must register to receive a dinner ticket* **

Start the day of fun for the young and the young at heart
Located at the Fire House

Pet Show 10:00am
With small household deomestic pets

Games 10:00am
Dunking Booth, Fish Pond, Egg Toss, Egg & Spoon Relay, Water Balloons
Shoe Race, Water melon Eatin Contest, Watermelon Seed Spitting Contest

Bazaar 10:00am
Fire House (set up 8:00am)

Antique Car Show and
Fire Truck Display 11:00am
Fire House

The Second Annual Cass Parade 1:00pm

Magic Show 2:00pm
Puppet Show (following the Magic Show)
Community Center

Registration Table will Continue 4:00pm-6:20pm
Community Center

Crowing Ceremonies of the Queen and King 5:00pm
Community Center

Dance Live -Music 7:00pm
Bigger and Better

June 28

Church with Gospel Sing 10:00am
Cass Methodis Church
Final Registration 11:00 -12 noon
Community Center

Buffet Dinner 1:00pm
* Don't forger to bring your dinner ticket or you will be charged $5.00*